

The Saskatoon Story

Up the years from the Temperance Colony
1882-1952

Memoranda of Application
to the Provisional Representative
Temperance Colonization Society
to the Government of Canada

Whereas it is desired among the members of our various Temperance Organizations of Canada to found and establish a Temperance Colony where Temperance principles shall prevail exclusively and whereas thoughtless and unwarranted allotment of land as well as the encouragement of their purpose may be found in the unsound portion of our North-West Territories
They desire therefore that a Block of land for such purpose of about the area of a degree each way in some convenient form may be granted in such locality as may be selected by the applicants within the unsurveyed territory of the North-West at the rate or price of one dollar per acre deducting therefrom the acreage of the town and waste lands in the block
Payment for said land to be not later than the date of allotment

HOW SASKATOON WAS BORN





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1952
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The Saskatoon Story

1882 - 1952

PEEL, B



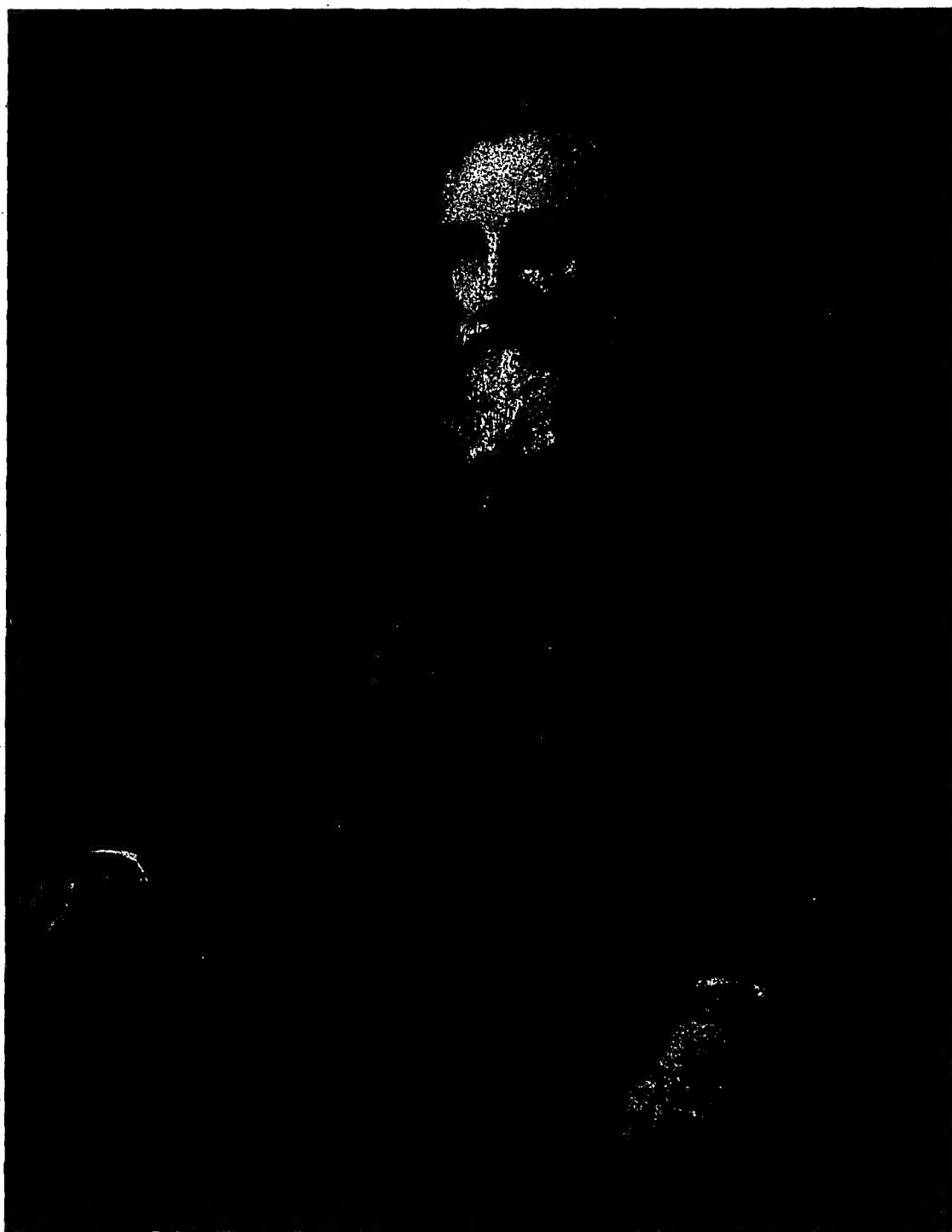
DEDICATED
TO SASKATOON'S PIONEERS
by
M. A. EAST



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Compliments of the writers.*



JOHN N. LAKE

*First Commissioner of the Temperance Colonization Society. He named Saskatoon.
(From a life-sized portrait of the late Mr. Lake, by Forster, hanging at the University of Saskatchewan.
It was presented by his daughter and her husband, Mr. and Mrs. George E. Dyer.)*



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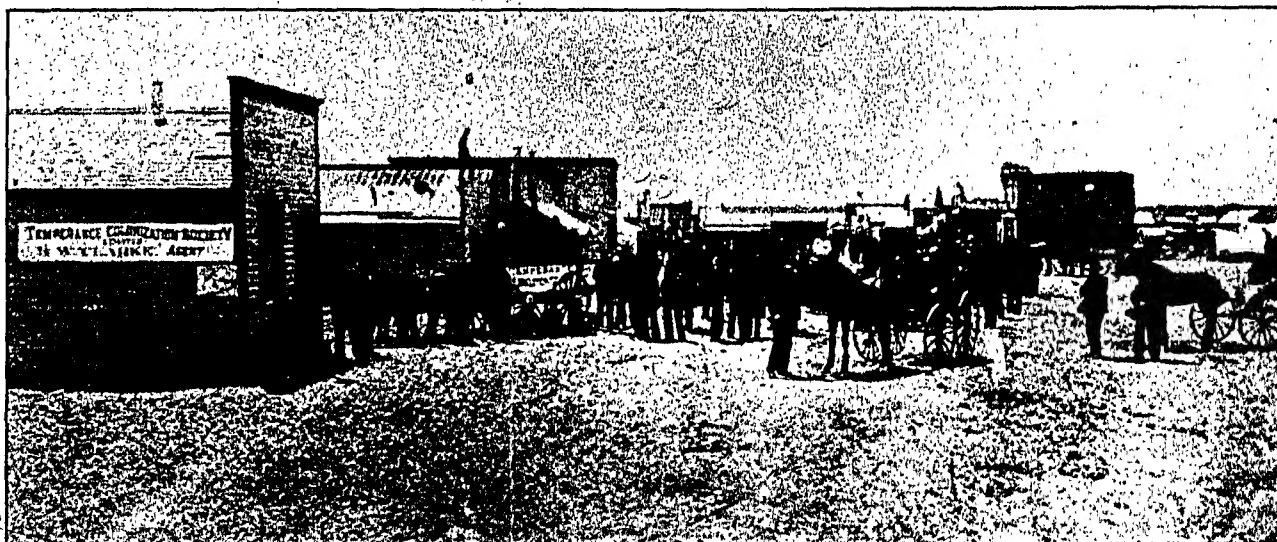
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Taken on Main Street, Moose Jaw, in 1883, this photograph is, perhaps, the first picture record of the trek of the people who founded Saskatoon, the Temperance Colonization Society. They came from Ontario to Moose Jaw by train, then to what is now Saskatoon by ox-train. In the frame building at the left the trekkers received instructions for the trip. The wagon on the left, drawn by oxen, bears a sign "Temperance Colonization Society," as does the frame building.

INTRODUCTION

ONE DAY in the fall of 1949 five persons met to discuss salvaging from oblivion the early history of Saskatoon. One was Melville A. East, manager of John East Iron Works Limited, the eldest son of John A. East, who established his foundry in the year 1910; two were "real old-timers," R. B. Irvine and G. W. A. Potter, while the remaining two were the writers of this history, Eric Knowles, managing editor of the Saskatoon Star-Phoenix, and Bruce Peel, former librarian of the Shortt Library of Canadiana, University of Saskatchewan, now chief cataloguer of the Rutherford Library, University of Alberta. The idea of gathering a story of the city's past was Mr. East's, and it was owing to his initiative and his desire to honour Saskatoon's old-timers that the research and publication of "The Saskatoon Story" were made possible.

Mr. Irvine died shortly after the meeting. Mr. Potter died in 1951. He aided in gathering some of the material in this book and was able to read the rough sketches of two chapters during his last illness.

Someone has compared a community which does not know its own history to a man who has lost his memory. If "The Saskatoon Story" helps to develop or strengthen a sense of tradition and an awareness of the continuity of our community, then those responsible for the history's production will feel that its publication has been worthwhile.

Chapter One—"The Temperance Colony"—of this history is the story of the Temperance Colonization Society, the founding of Saskatoon, the trek of the colonists from Moose Jaw, and the pioneer

hardships. Much of this chapter is based on Temperance Colonization Society documents in the files of the old Department of the Interior (now in the possession of the Department of Mines and Resources). These documents were borrowed from Ottawa especially for the writing of this history through the courtesy of the Office of the Saskatchewan Archives. Some information was obtained from the annual reports of the Department of the Interior. Although Saskatoon had no newspaper (except for the "Sentinel's" brief career) during this period, references to Saskatoon were found in the "Saskatchewan Herald" of Battleford, the "Prince Albert Times," the "Journal," the "Standard," and the "Leader" all of Regina. Saskatoon correspondents contributed with fair regularity local news columns in the Regina papers. These have been invaluable and have enabled the compilers to correct a number of errors in dates and facts which have crept into the accepted version of Saskatoon's history. Much of the educational history has been gathered from the school inspectors' reports found in the reports of the Territorial Department of Education. An early letterbook of the department was examined in the Saskatchewan Archives, and revealed several letters addressed to the Saskatoon school board. Reminiscences of pioneers, both those collected in "Narratives of Saskatoon," and those which have appeared from time to time in the "Star-Phoenix," were used.

Chapter Two—"The Hamlet Years"—covers a period of stagnation in the growth of the colony, but of progress in agriculture. This period saw the introduction of purebred livestock, and the development of the ranching industry south of the

settlement. It saw Saskatoon exhibitors hold their own at the Territorial Exhibition at Regina. Toward the end of the period Saskatoon's first industrial plant, a creamery, was opened. Back in 1902, Geo. Grant, writing of the very early days, concluded his essay by saying that the 1890's were a period of drouth and nothing much happened anyway. Since then Grant's notion has gone unchallenged. The present writers became suspicious of the truth of these generalizations when they discovered that Grant had not been in the colony between 1888 and 1902.

The sources utilized in the first chapter also provided information for Chapter Two. In addition, the following sources were used: The annual reports of the North West Mounted Police proved of value. Some information was provided by the report of a Dominion royal commission on the liquor traffic. Some church history was found in the "Cyclopedia of Methodism," more in the recent histories of Knox and Grace Churches. The annual reports of the Dominion and Territorial Departments of Agriculture provided information on that topic. A file belonging to the Territorial Department of Public Works and preserved in the Office of the Saskatchewan Archives dealt with the ferry service. The file consisted largely of letters of complaint about the service, and was the most human and amusing of all the documents examined in the course of our research.

Chapter Three—"Crescendo"—traces the rapid development of Saskatoon from a hamlet to a modern city in the short space of a dozen years. This is the most significant period in the city's history since so many of its institutions have their roots in this period. This chapter is based on a reading of every issue of the "Phoenix" from 1902 to 1913, and also of some numbers of the "Evening Capital." The newspaper sources were supplemented by the recollections of two early mayors, namely, J. R. Wilson and J. Clinkskill, which appeared in the "Narratives of Saskatoon." Through the courtesy of the Saskatchewan Archives, the

compilers had access to the file in the Saskatchewan Department of Municipal Affairs dealing with the villages of Saskatoon, Nutana, and Riverdale. Early newspaper history was supplied by J. H. Holmes and J. A. Aikin, early editors of the "Phoenix." A few facts were gleaned from the annual departmental reports of the Saskatchewan government. Other minor sources such as board of trade booklets and real estate dealers' maps were also used.

Chapter Four—"Of the Days Better Known"—has been kept short, the writers believing that the early period of Saskatoon, not the later, should be emphasized.

A meeting of old-timers stressed that pictures were most important and the effort to secure the pictures appearing in "The Saskatoon Story" was wide. The pioneers, their sons and daughters, dug into family albums; the files of the "Star-Phoenix" and the University of Saskatchewan library were explored. Roy Potter, son of George Potter, Alfred A. Tucker and Ernest Thorpe were very helpful with pictures. Many of the original pictures were dim with age and the use of them in a book would be despaired of without the skills of the modern photographer and engraver.

The picture of Col. Douglas and the canoe "Saskatoon" was supplied by the "Beaver" magazine with the permission of G. M. Douglas of Lakefield, Ontario.

The compilers of this history wish to express their appreciation to the sponsor of this history-gathering project, Mr. East. They are indebted to the staffs of the Public and University Libraries, and particularly to the staff of the Saskatchewan Archives, for assistance in research. Special mention must be made of the pioneer citizens who supplied information and placed treasured family photographs at their disposal. They hope that the men and women who made Saskatoon's history, on the occasion of the seventieth anniversary of the beginning of Saskatoon, derive satisfaction and pleasure from the reading of "The Saskatoon Story."

BRUCE PEEL



ERIC KNOWLES

CHAPTER ONE

The Temperance Colony . . . 1882-1890

"Arise, Saskatoon, Queen of the North"

THESE WORDS were heard on Sunday, August 20, 1882, by men in a small encampment nestling on the top of a high bank of the swift-flowing South Saskatchewan River, the bank that now marks the Nutana section of the City of Saskatoon. They were pronounced by John N. Lake, leader of a small band who had come to the "Great North West" to spy out the land for a temperance colony where settlers "might protect themselves, their families, and their friends from alcoholic abuses." After an inspection of the land set aside for them by the Dominion government, the men were in agreement that the present camping site was the finest they had seen, and the ideal location for the administrative centre of the projected colony.

A pleasant prospect met the eye; level prairie above the east bank of the river, and on the other side a lower alluvial plain with a slight incline behind. Sloughs and bluffs dotted the landscape.

The Indians called the place Minnetonka. This aboriginal name the future city might have borne had not one of the chain bearers brought Lake a handful of native berries. The bearer called them saskatoons. In an instant, Lake had a name for the city he was founding.

* * *

The Temperance Colonization Society was organized in 1881, one of the nearly thirty colonization companies formed in consequence of a new Dominion land policy. At that time the government of Sir John A. Macdonald was embarrassed by the slow progress of settlement in the West. Canadian taxpayers had been assured that the government's obligation arising from building of the Canadian Pacific Railway and the cost of land surveys would be met out of revenue from the sale of Dominion lands. However, immigration into the West had been disappointing. A Dominion order-in-council in May, 1881, expostulated a new land policy. Among the clauses intended to quicken the flow of money into the Dominion treasury and settlers into the West, was one permitting the sale of land to colonization companies.

Half a century earlier in Ontario a temperance movement had got under way. By the 1880's it was arising toward its crest, "drying up," as historian Lower remarks, "pioneer thirstiness in every neighborhood." The new Dominion land regulations with the special inducements to colonization companies suggested to a group of Toronto temperance advocates the founding of a temperance settlement in the West. The idea of a colony founded for moral or religious reasons was not unique in the history of the North American frontier; cheap land and isolation had always beckoned reformers seeking sites for their utopias. However, Saskatoon was probably the only frontier colony founded on temperance principles alone.

The father of the idea would seem to have been a Toronto manufacturer, J. A. Livingston, for it was he who in July, 1881, persuaded J. N. Lake

and two others to subscribe to 100,000 acres for a temperance colony. They were soon joined by other temperance men and a provisional society to promote the project was organized. The majority of the promoters were Toronto merchants and lawyers, but in addition there were several clergymen, a grand scribe of the Sons of Temperance, the provincial secretary of the Independent Order of Odd Fellows and the editor of the "Canadian Farmer". The predominance of Methodists in the group reflected the steadfast support Canadian Methodism had always given to the cause of temperance.

The provisional Temperance Colonization Society on August 29 applied to the Minister of the Interior for a tract of land extending about a degree each way, or roughly 2,000,000 acres. A few days later a favorable reply was received.

A publicity campaign was inaugurated at the Toronto Exhibition in September. Principal Grant of Queen's University addressed the grandstand audience on the proposed colony. Toronto newspapers carried articles and comments. A prospectus was issued on October 12. The outcome of it all was that about 3,100 applications for land in the proposed temperance colony had been received by February of 1882.

Meanwhile there was delay in receiving the land grant in the West. When the government informed the society that it must be incorporated as a legal body, the society was re-organized as a joint stock company capitalized at \$2,000,000. There were to be 20,000 shares valued at \$100 each. The charter was granted on March 14, 1882.

A new Dominion order-in-council of December 23, 1881, altered somewhat the conditions under which the Temperance Colonization Society received its grant. The society could select odd-numbered sections of land outside the railway reserve which belted the main line of the Canadian Pacific Railway. The even-numbered sections within the tract of a colonization company were to be open to free homesteads. Although aware of this clause in the Dominion lands regulations, the promoters of the Temperance Colonization Society had persuaded themselves that certain vague promises by officials of the Department of the Interior were assurance that the rule would be waived in their case to give the society a solid block. In this the promoters were deceived.*

The checker-board pattern of the land grant obtained jeopardized the success of the whole venture. A blow was struck at the very purpose of the proposed colony, for how could the society be assured that it would be a temperance colony when the society could exercise no control over homesteaders who would settle the even-numbered sections. Furthermore, the financial success de-

*Sept. 1, 1881, in reply to the promoters the deputy minister wrote that "every reasonable effort will be made to facilitate their object (a temperance colony) . . . If any of those (land) regulations should have to be modified, the modification will be so unimportant as to permit it being made by the governor in council."

pendent in part upon the rapid sale of the society's land, but this had to compete with the free government land; naturally, actual settlers showed a preference for free homesteads. Until the summer of 1884 the society was to maintain the fiction that it had control over the even-numbered sections, trying to make homesteaders sign the temperance pledge and even selling scrip for the even-numbered sections.

Under the agreement with the Dominion, the colonization society was to pay \$2 per acre for the odd-numbered sections, one-fifth in cash and the remainder in four equal installments. In addition to placing two settlers upon each of its own sections, the society was to place two homesteaders on each even-numbered section. As the tract was progressively settled, rebates were to be made to the society which would bring the price of the odd-numbered sections down to \$1 per acre. The settlement of the tract was to be completed within five years.

In April, 1882, the government granted the Temperance Colonization Society a reserve of twenty-one sections straddling the South Saskatchewan River and extending south and north from about present-day Dundurn to Warman. This was approximately 213,760 acres, or roughly a tenth of the 2,000,000 requested; but the government informed the society that it must first demonstrate its ability to colonize this tract before additional grants would be made. In May the society paid the government the sum of \$84,000, the first installment on the land, and, as time was to show, the only installment. The agreement between the government and the Temperance Colonization Society was finally ratified on June 6.

Two weeks later a party left Toronto for the West to inspect the tract and survey its boundaries. The expedition was led by John N. Lake, commissioner, accompanied by G. W. Grant, assistant commissioner, S. W. Hill, a practical farmer, Frank Blake, surveyor, and Harry Goodwin. Peter Latham, James Hamilton and his son Robert, J. M. Eby, and John Clark were also in the party. The group travelled by way of Chicago and St. Paul to Winnipeg. From that point the main party travelled on the new Canadian Pacific Railway to the end-of-steel near Moosomin, and then across country via Qu'Appelle and Touchwood Hills to Clark's Crossing. Eby and Clark went by boat across Lake Winnipeg and up the Saskatchewan River as far as Prince Albert.

From Lake's diary—bare and laconic though the entries are—the experiences of the party can be traced. Clark's Crossing was reached on July 28 after travelling in wagons for three weeks across the prairie. The explorers considered the crossing as a location for a city until the surveyor, F. Blake, reported that it was on the northern edge of the Temperance Colonization Society's tract.

Lake and Hill made a journey to the Moose Woods (Dundurn) to question Chief Whitecap of the Sioux about the region. As Whitecap had no English and they no Sioux, the interview was unprofitable. On the return journey to Clark's Crossing, the pair camped for the night "on the hill over the river", probably in the vicinity of present-day Nutana Collegiate.

Again Lake visited Whitecap at the Moose Woods, this time accompanied by a half-breed interpreter, and the desired information was obtained. Then Lake, accompanied by Grant, travelled to Prince Albert to inquire about the productivity of the Saskatchewan country, and the availability of timber. They returned to the base camp on August 17. During their absence the exploration and survey of the tract southward from Clark's Crossing had continued.

Two days later the camp was moved southward to the site of the future Saskatoon. Lake's diary reads: "Camped at 2 p.m. Minnetonka is the name of our camping place, the finest we have ever had. Sect. 29, Twp. 36, R. 5." The following day, a Sunday, Lake conducted Saskatoon's first religious service: "Preached at 11 a.m. to 10 persons, 4 of whom came 3 miles on foot. Text: Heb. 11:12-13th."

As narrated earlier, this was the Sunday Saskatoon was named.*

The survey completed, on August 28 Lake's party started homeward. Before departure, four members of the party located and signed for their lands. These were Peter Latham, J. M. Eby, James Hamilton and his son Robert. The latter three remained in the West, spending the winter in Prince Albert. During the autumn the Hamiltons erected a house on their land east of the present-day exhibition grounds. Thus ended the first year's activities.

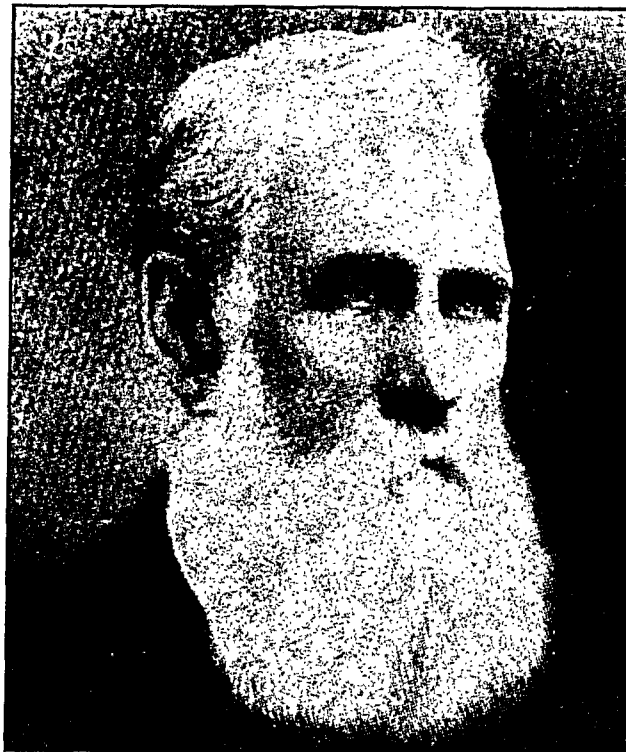
In the spring of 1883 Moose Jaw was a scattering of tents and new frame buildings at the end-of-steel. Here, in April, the first of the Temperance Colonists arrived with their carloads of settlers' effects. On the bare prairie beside the railway tracks they unloaded their household goods and implements. Then came preparations for the journey to the promised land. Food supplies were purchased, wagons loaded, and last minute adjustments made to ox and horse harness. On April 19 the loaded wagons of the first party of pioneers rolled out of Moose Jaw on the 150-mile journey to the Temperance Colony.

The following description of the journey was given by one of the party, R. W. Caswell, fifty years later. The account appeared in the "Star-Phoenix" of June 17, 1933.

"We left Moose Jaw Thursday evening, April 19. We camped about five miles out. Some of the wagons were overloaded, and loads had to be reduced, and taken back to Moose Jaw. Then Sunday caught us there and we did not travel Sundays. The following Friday found us about thirty miles out.

Here we were to cross the Big Arm River (Upper Qu'Appelle Valley), a small stream in a large valley with steep banks. All but the Caswell outfit pulled down to discover the small narrow stream was running full in cut banks six feet deep. It was then a case of all pull back up, and each wagon had to have two teams to pull it up the steep bank.

*The first comment on the name was made by the "Saskatchewan Herald" of Battleford: "a townsite revelling in the aboriginal and luscious name of Saskatoon."



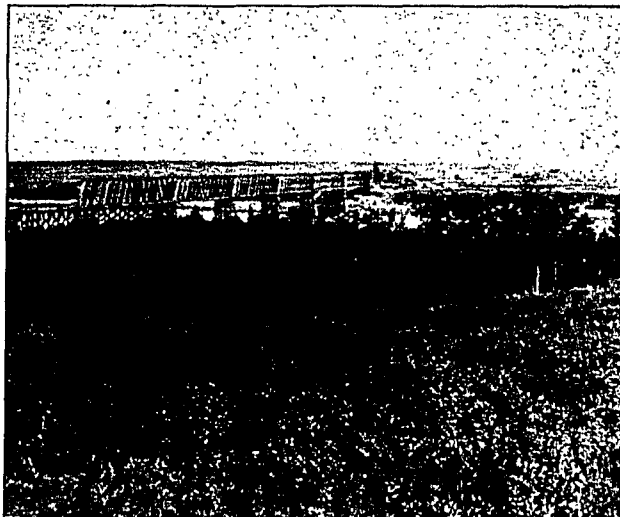
Thomas Copland, often called the "Father of Saskatoon" because of his leadership in the early years.



Trounce's store, one of the first buildings erected in Saskatoon, 1883. (Now 512 Tenth Street).



The first house built in what is now the main section of Saskatoon. Built by J. F. Clark of Clark's Crossing,



Saskatoon viewed from Nutana in 1890. Station in the distance.

THE SASKATOON SENTINEL.

Vol. I "Vera pro Gratia" No. 1
Saskatoon, J. W. Powers, Aug 9, 1884.
Editor and Proprietor.

A Fortnightly Magazine Of News And Instruction.

Introductory.

The issue of a magazine in manuscript form is not a novel feature in pioneer enterprises. A few years ago we resided in the production of a similar work at an infant town in the State of Illinois, and we believe manuscript magazines are not uncommon in portions of our great Canadian Dominion.

In a Colony or isolated Community such a periodical is not without its high intrinsic worth. A subject or topic affecting the interests of all will occasionally present itself, and when it does the peculiar advantages of written language make themselves manifest.

Cohesiveness is an essential element with the promoters of a scheme or cause for whose progress or success there is an absolute necessity, and one of the most powerful agents in affording this are speeches carried on the

desirable results of this kind will be found in the columns of an able and independent Journal.

It may be remembered that this important one little work has had its origin with some of our happiest years was passed in the busy department of Journalism as you find it a pleasurable recreation in our leisure hours to transfer our views on public or other matters to the pages of a newspaper or magazine.

The *Sentinel* represents no particular class, creed or party, and we would fairly hope its unassuming pages might interest our many friends of the Colony.

Mr. Quilley is wisely located along every stream so that fishermen may be always sure of life.

There are speeches carried on the

The first "newspaper," 1884. It was handed from person to person.



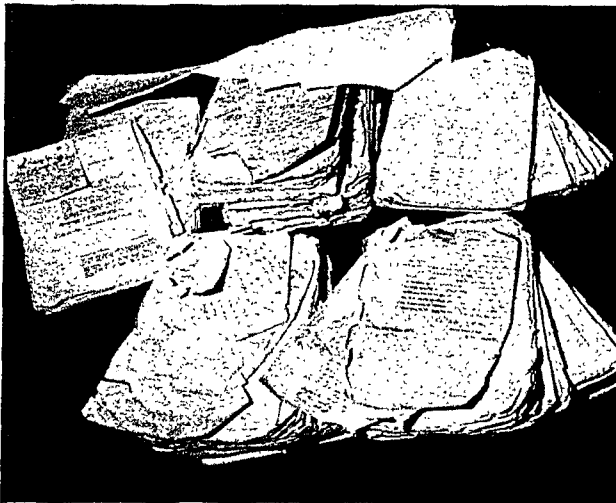
Mr. and Mrs. J. F. Clark, pioneers of Clark's Crossing. They came before the Temperance Colony.



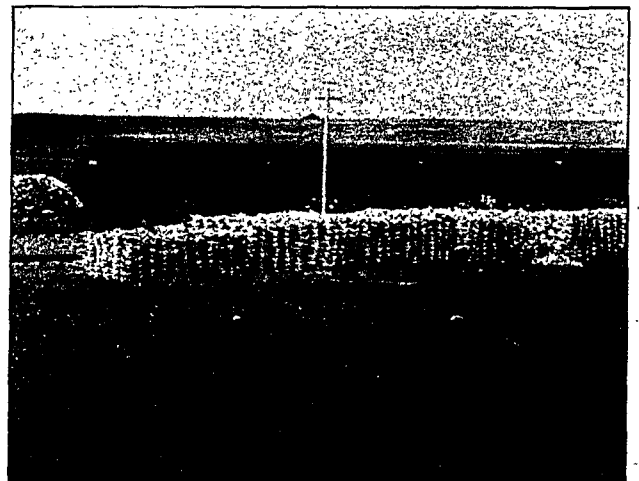
A pioneer business.—The Irvine and Clarke General Store, Nutana.



This picture was taken in 1896, at the farm home of Indian Agent W. R. Tucker (Moose Woods Reserve) on the river 16 miles south of Saskatoon. The Tuckers came in 1888. Standing are shown Mr. and Mrs. Tucker. In the sleigh are Mr. and Mrs. Stanley King. The three Tucker children, all born here, are Alfred A., still residing here, Nora and Kathleen.



The stuff of history.—Temperance Colonization Society documents.



Buffalo bones piled like cordwood at Saskatoon, 1891.

We pitched camp close to the ravine. That night a howling blizzard came on and it was the following Monday before the storm cleared away and we were able to be on our way. During the night of the storm the Goodwin tent blew down and being unable to put it up the Goodwin boys and Grant came into our tent.

Just here I might say that there was no trail between Moose Jaw and the Elbow of the Saskatchewan except a slight mark made by a few surveyors' carts in the fall of 1882.

The next time we attempted to cross the Big Arm River we passed the Indian grave near the headwaters. The banks were still steep and deep.

When Harry Goodwin's oxen got to the bottom of the valley one lay down and had to be unhitched before he would move and the Caswell oxen had to be hitched on and pulled the load across the stream. This was a pretty common thing for the Caswell oxen to have to do. They were pretty handy and many a wagon got stuck in creeks, sloughs, and alkali flats during the trip.

Our third Sunday was spent in camp at the Elbow, and we had a narrow escape from a prairie fire started from one of the tin stoves used for cooking. We kept it away from the tents, however, and it raced away, burning all feed for ten miles north and east, except what was in the sloughs.

The fourth Sunday was spent between the Elbow and Saskatoon. There was water everywhere that spring, and shortly after leaving the Elbow we came to a place covered with about a foot of water. We couldn't see the ends, but we could see the other side, so we started across.

The Kusch wagon got stuck in the middle. The whole family was in the wagon. My brother, Joseph, helped reduce the load by carrying Mrs. Kusch across to dry land, and I did my bit by carrying Tilly (now Mrs. Garvy). It was one for all and all for one.

Mr. Latham, who came from Toronto, had bad luck having had his railway car locked by the American customs, and before he was allowed to open it some of his fine horses were smothered, and the balance so weakened that they were not able to travel very fast, and one died at the Elbow. However, we stayed together.

I have seen different reasons given for the name Blackstrap Creek, where Robert Wilson later homesteaded. Here are the facts. Harry and Jim Goodwin had had a five gallon demijohn of blackstrap and it was on top of the load in the front of the wagon box. I was standing on the side watching his wagon going down the hill into the creek when the wheel struck a stone. The demijohn fell off and broke and the molasses spread all over the ground.

Our guide took us off the old cart trail that ran from Batoche to Swift Current and

Montana at where Dundurn now is. Going west from the Moose Woods, we skirted the east side of the woods getting into all kinds of alkali flats and trouble. We finally struck an Indian trail that ran from Clark's Crossing to the Indian reserve. On the evening of Saturday, May 19, we camped near the river bank, near the log cabin of Robert and James Hamilton, who came to the district in 1882. Our camp was about half a mile south of where the Grand Trunk Pacific bridge now is."

In that first band of courageous pioneers were Joseph and Robert Caswell, Harry and Jim Goodwin, J. J. Conn, S. Pugsley, R. McCordick, P. Latham and two sons, and the Kusch family. In the following weeks more settlers came over the trail, usually in groups of two or three. Among these later pioneers of 1883 were R. Dulmage, John Clark and sons, the Richardson family, the Hunter family, and the Coplands. On May 29 Commissioner J. N. Lake and two sons, the Willoughby brothers and the Garrison brothers arrived in the colony. In July, A. L. Brown and Wm. Horn came over the trail with two settlers who had gone to Moose Jaw for supplies.*

These were the pioneers with the hardihood and determination to go into the wilderness to found a new settlement. There were the grumblers and the quitters, too. An anonymous letter appeared in the Regina "Leader" of June 7. It was written by one of the Temperance Colonists encamped in Moose Jaw: "There aint one here in Moose Jaw who is not dissatisfied." The Temperance Colonization Society's tent, in which the colonists were living, had blown down. The colony was more distant than represented in the advertising literature, the writer charged, and the stage which was to take the women and children over the trail had failed to materialize. Who knows how many prospective settlers were deterred by the 150 mile trek to the colony?

No part of pioneer life impressed itself more vividly on the minds of the early settlers than their initial journey over the Moose Jaw trail. John Kusch used to tell how, as a teen-age lad, he had walked every step of the way driving his father's cows. The Hunter family, longer on the trail than anticipated, ran out of bread, and cooked porridge or pancakes for every meal. Mrs. Wm. Stephenson, who came in July 1886, recalled the heat, and the brackish slough water that could be drunk only in tea, and the myriads of mosquitoes that made life a torture. However, when Saskatoon was reached, the discomforts of the trail were soon forgotten in the warmth of the welcome given the newcomers.

When the settlers of 1883 arrived, Dominion land surveyors were at work surveying the land along the river into narrow river lots after the fashion of the Metis farms in the Batoche settlement. Lake hurried to Ottawa to protest and the surveyors were wired instructions to survey the land near the river into sections. The township surrounding Saskatoon was surveyed, but most of the other townships in which colonists wished to

*For a list of pioneers who came to the colony before 1890, see "Narratives of Saskatoon."

settle were not. Moreover, not until the surveys were officially approved—and that was not until May and June, 1884—could settlers file on the land they had selected. Hence for the first year the pioneers of the Temperance Colony were technically squatters. The settlers showed an understandable preference to settle on even-numbered sections, the free homesteads; the insistence of officials of the Temperance Colonization Society that these, too, were under the control of the society heightened the uncertainty within the colony.

Despite the confusion that first season, the pioneers with their walking plows broke about 369 acres of prairie. Only some forty-odd acres were cropped, nearly half of this acreage by James Hamilton, Jr. By fall twenty-three sod or log shanties had been erected in the colony.

In Saskatoon village the first building was a sod house erected in May. It was built by J. J. Conn on the river bank just west of the present Twenty-fifth Street bridge. The plot from which the sods were ploughed became Saskatoon's first potato patch. When the potatoes were ready the "whole city" was invited to a feast of new potatoes and goldeye fresh from the river. Meanwhile, in early June, Dr. J. H. C. Willoughby opened a general store in a tent on Broadway. This was Saskatoon's first place of business. Later in the season, Commissioner Lake and surveyor Blake laid out the townsite—that part of Nutana west of Clarence Avenue and north of First Street.* Upon the completion of the survey, Lake declared August 18 a civic holiday. On that day the colonists gathered and with a may-pole and flag-raising ceremony celebrated the official founding of Saskatoon.

The long awaited lumber, or at least the first consignment, came down the river on August 27. Two months earlier Sam Kerr and a crew of Swedes had left Medicine Hat with two barges and a raft of lumber. It was a perilous and tedious voyage with the barges and raft spending more time aground on sandbars than afloat. Many a time the men had to unload the barges to lighten them, while the raft had to be taken apart and re-assembled. The raft, containing 60,000 feet of lumber, did not reach the Temperance Colony until the end of October. Archie Brown, who did much of the carpentry in Saskatoon that fall, described the lumber as "a water soaked and sand filled lot" which ruined the cutting edge on tools.

After the arrival of the lumber there was a flurry of building. The crew of Swedes remained in Saskatoon long enough to complete the so-called "Company Buildings," really a double-front store, on the corner of Broadway Avenue and Main Street. Part of it later housed Willoughby's store. R. W. Dulmage, tinsmith, had the distinction of putting the first roof on a building. Silas Lake and Chas. Garrison—neither of whom remained long in the colony—each erected a house, which entitled them to free lots. The Garrison house later became Mrs. Grace Fletcher's store, while the Lake building served the community for some years as a hall, school and church building. George Grant built a house which was considered rather pretentious at the time. It originally stood on

Dufferin, and after being occupied by several tenants, was used as barracks for a detachment of the Mounted Police. During the winter a small house was built for J. J. Conn, while in early spring another house of the same pattern as Grant's was built for the Temperance Colonization Society on Main Street. In September, 1884, Conn sold his house and lot for \$416.00 to W. H. Trounce for a store: this was the first real estate deal in Saskatoon.

A description of Saskatoon as it appeared at this stage of its growth has been left by the explorer Otto Klotz. En route to Hudson Bay by canoe, he stopped at the village in May, 1884. Saskatoon was described as "the making of a pretty little town" with ten buildings in the town plot "which is prettily laid out, with the flag-staff in the center, and the flag of the Dominion flying from it."

The winter of 1883-84 found many of the settlers ill-prepared to face the rigors of the western climate. Fortunately, after a storm in October, the weather stayed open until Christmas. A winter in Saskatoon's first sod house is described by Archie Brown in his reminiscences. The sods had settled leaving a wide gap around the eaves through which the wind whistled and the snow sifted. Meals were eaten over the stove. Since most of the frame buildings in Saskatoon were mere shells, it can be assumed that their inhabitants spent an uncomfortable winter.

Food supplies ran low in the colony that winter. Storekeeper Willoughby's food stock was reduced to a small quantity of corn and dried apples. It is said that the Hamiltons, who, after wintering in the West the previous year, knew the length and severity of the winters, had stocked an adequate supply of flour. This they generously shared with less fortunate neighbors until they too were in need. In mid-winter a party of settlers travelled across the trackless, snowy wastes to Moose Jaw for flour and coal oil. In March W. Hunter brought a load of flour from the mill at Duck Lake. Each journey was a story of hardship and endurance.

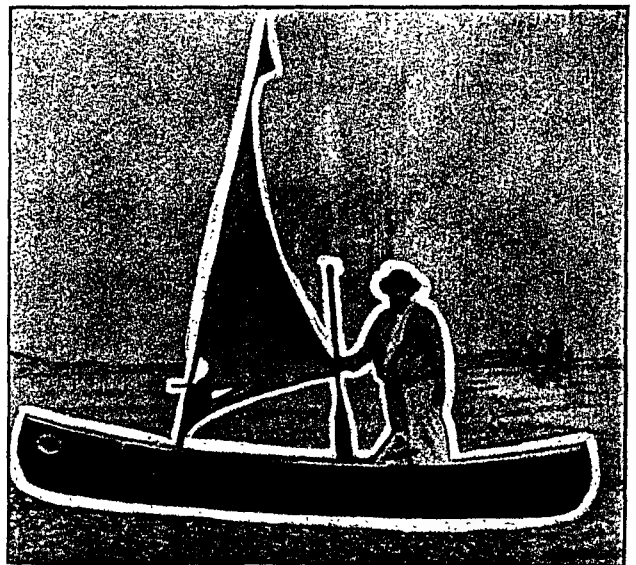
The party which left for Moose Jaw shortly before Christmas consisted of Dr. Willoughby, Robert Hamilton, R. Lyness, W. Horn, Archie Brown, and an Indian named John Little Crow. In Moose Jaw they were storm-stayed two weeks. On the way homeward, after ploughing through trackless drifts for eighteen miles, the party decided toboggans would be better than horse sleighs. Horn and Brown turned back to Moose Jaw, constructed toboggans, and rejoined the party a few days later. The others had camped in an abandoned shack. The party struggled on toward the Elbow. A cold journey it was, as the party never had an adequate camp fire, but only enough wood to boil a kettle and fry bacon.

By the time the Elbow was reached, stones had worn out the toboggans. Sleighs were again made, and during this stop at a settler's home a large supply of bread was baked. On the trail

*As this was an even-numbered section (S.28, T.36, R.5) the Temperance Colonization Society purchased it from the government at \$5.00 per acre.



This is how an Eastern Canada artist depicted Saskatoon when its homes were used as hospitals for the wounded during the Riel Rebellion, 1885.



Dr. (Col.) G. M. Douglas, V.C., in May, 1885, came down the South Saskatchewan River through hostile territory from Saskatchewan Landing to Saskatoon in this collapsible canoe. He was the first doctor to arrive in Saskatoon to care for the wounded of the Riel Rebellion. Ten years later he crossed the English Channel in the same canoe which he had named the "Saskatoon".

The Third ANNUAL EXHIBITION
OF THE CENTRAL SASKATCHEWAN AGRICULTURAL SOCIETY
SASKATOON
IN THE
TEMPERANCE COLONY
ON
WEDNESDAY OCTOBER 3rd '88

PRIZE LIST

CLASS I Cattle	CLASS VII Horses	CLASS XIII Poultry	CLASS XIX Swine
CLASS II Horses	CLASS VIII Cattle	CLASS XIV Horses	CLASS XX Horses
CLASS III Horses	CLASS IX Cattle	CLASS XV Horses	CLASS XXI Horses
CLASS IV Horses	CLASS X Cattle	CLASS XVI Horses	CLASS XXII Horses
CLASS V Horses	CLASS XI Cattle	CLASS XVII Horses	CLASS XXIII Horses
CLASS VI Horses	CLASS XII Cattle	CLASS XVIII Horses	CLASS XXIV Horses

REGULATIONS AND BY-LAWS

HENRY SMITH, President. J. P. CLARK, 1st Vice-President. ROBT. G. THORPE, 2nd Vice-President.
THOMAS COPLAND, Treasurer. GEORGE SPENCE, Auditor.

H. W. GOODWIN, Secretary.

THE ANNUAL EXHIBITION
OF THE CENTRAL SASKATCHEWAN AGRICULTURAL SOCIETY
WILL BE HELD AT
SASKATOON
IN THE TEMPERANCE COLONY
ON WEDNESDAY & THURSDAY, OCT. 1 & 2
1890

PRIZE LIST

CLASS I Cattle	CLASS VII Horses	CLASS XIII Poultry	CLASS XIX Swine
CLASS II Horses	CLASS VIII Cattle	CLASS XIV Horses	CLASS XX Horses
CLASS III Horses	CLASS IX Cattle	CLASS XV Horses	CLASS XXI Horses
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H. W. GOODWIN, Secy. JAMES LESLIE, Auditor.



A plainsman watering his horse in the South Saskatchewan near Saskatoon settlement.

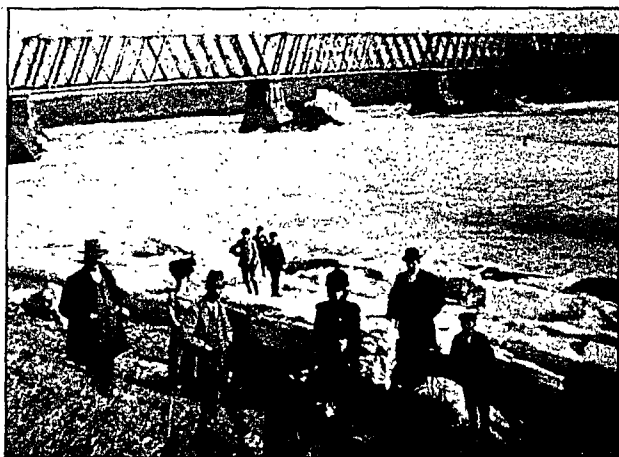


The railway approaches Saskatoon. Horse and mule power.

★



This picture was taken at Dundurn. A number of these men took a leading part in Saskatoon's and the district's development. Top row, left to right, John Blackley, R. McCordick, Willie A'Court, T. Richardson, A. Wilson, W. S. Fisher, R. Wilson, Mr. Wooldridge, Mr. Hunsiker, Bottom row, left to right, John Mawson, W. A. H. A'Court, H. Hunsiker, Andrew Blackley, Joe Proctor, Frank Clark, A. Prime.



Early citizens watch the ice go out.

★



Indian encampment near Saskatoon. Note the Red River carts and the dog travois.



Another view of the encampment.

the travellers broke the frozen loaves with an axe. Cold and stormy weather was their lot while crossing the last stretch of open prairie, the forty miles to Beaver Creek. Here they rested at the home of the Wilson brothers, then drove on to Saskatoon. Their suffering on this part of the journey was less intense as the bluffs sheltered them from the biting winds. On this trip the party had had to carry such a quantity of oats for their horses, and had themselves been so long on the road and eaten so much of the precious flour, that the quantity brought to the colony was not sufficient to last the winter. Some of it was tainted with the coal oil brought on some sleighs.

In late March, William Hunter, returning from Duck Lake with a sleigh load of flour, had an uneventful trip until nearly home. Then a warm spring sun turned the trip into a gruelling experience. Hunter was travelling on the river ice, but now he found it covered with water. The bank was steep and he had much difficulty in reaching the plateau above. The soft snow made sleighing heavy, and the crust cut the oxen's feet. Hunter had to unload most of his flour and push on. The glare of the sun caused both man and beast to go snow-blind. That evening he stumbled into the home of the Clark brothers. Here he lay in bed with poultices on his paining eyes, unable to eat supper, while in the barn the oxen stood moaning with eyeballs red and running. Next day Hunter reached home where his family had been without flour for a week.

The load of flour had been milled from frozen wheat. The dough it made was dark and sticky and refused to rise, but the settlers—hungry for bread—declared it at least nourishing.

In 1884 about as many new settlers came over the trail from Moose Jaw as had come in 1883. Don Garrison used to recall a wagon train of eighteen heavily-laden wagons coming over the trail in late April. A few settlers came down the river aboard the "May Queen". In August Rufus Stephenson, inspector of colonization companies, reported eighty homesteaders in the colony. The inspector described the Temperance Colonists as "an excellent class, many of them being possessed of considerable means, the judicious expenditure of which will, in the near future, tend greatly to advance that portion of the North West Territories."

Important to the development of the colony was Stephenson's pronouncement on the status of the even-numbered sections. He declared that the Temperance Colonization Society did not have control of these. As a result many of the settlers, who had objected to the society's temperance bond as a condition of settlement, quickly filed on the land on which they were squatting.

That year settlement began west of the river. W. Horn, A. Brown, and Capt. Andrews homesteaded land now the Westmount and Caswell Hill districts of the city. The two first mentioned shared a dugout constructed on the line between the two homesteads so that each could fulfill the residence clause of the homestead regulations while sharing a common domicile. The following year Capt. Andrews built a log house, the first within what is to-day the western limits of the city. With

a dozen colonists settled west of the river, the society began operating a ferry. The ferry was one of the scows which had come down the river the previous fall. The first ferryman was Andy Plant.

The colony made rapid progress that year. About 863 acres were broken by August, and 410 acres were cropped. If the field of oats at Clark's Crossing described by A. E. Forget, later lieutenant-governor of Saskatchewan, may be regarded as typical, then growth that year was lush; Forget told the Regina "Leader" that Clark's oats were as thick as bamboo cane and with leaves an inch wide. In the village of Saskatoon 180 lots were sold to speculators at prices ranging from \$60 to \$100. Several more houses were built from a raft of lumber towed down the river from Medicine Hat by the "May Queen".

The rapid development of the Temperance Colony as envisaged by the Temperance Colonization Society's directors depended on a solution to the problem of transportation. Now to men sitting in Toronto and studying a map, the South Saskatchewan would seem a navigable stream. The society purchased and shipped the 35-foot "May Queen" by rail from Selkirk, Manitoba, to Medicine Hat. On May 7 the steamer set sail down the river under the command of Capt. Andrews with a crew consisting of Louis Gougeon, Sam and Fred Kerr, A. Marr, Fred Smith, Ed. Maxwell, Fred Keyworth, G. Hilliard, and Mr. Hattie. The steamer was sharp bottomed and drew about four feet of water, and as this was the average depth of the river, she succeeded in reaching Saskatoon only because the current was behind her. The "May Queen" was beached and never used again.

Many a settler suffered keen disappointment on reaching the "City of Saskatoon", so sharp was the contrast between reality and the pictures drawn by the advertisements issued by the society. Capt. Andrews in his narrative related how posters displayed in Winnipeg represented Saskatoon with many houses and the smokestacks of six factories. Among his crew were three carpenters, a mason, and a tinsmith, attracted by the prospect of working on the two hundred houses said to be going up that season in Saskatoon. The difference between the advertising and actuality was even more effectively described by a Mounted Policeman named Donkin.

"During the bustle of landing at Quebec . . . I found a pamphlet thrust into my hand by a clerical looking fellow in seedy dress. This paper-backed volume professed to show the glorious future which awaited anyone who took up land near the South Saskatchewan under the aegis of the Temperance Colonization Company. There was even an illustration of Saskatoon, above the title of a North-West City. Tall chimneys were emitting volumes of smoke, there were wharves stocked with merchandise; and huge steamers such as adorn the levees at New Orleans were taking in cargo. Subsequently, I found Saskatoon to consist of six houses at intervals, and a store."

The year 1884 was significant in the history of Saskatoon for it saw the beginning of some of

the institutions which constitute the framework of a civilized community. The settlers organized the Temperance Colony Pioneer Society, which in a rudimentary way performed some of the functions of local government. The colony started a voluntary school and obtained a post office. A clergyman was resident for a few months. Saskatoon also boasted a newspaper for a time.

In a battered, folio-size volume in the University Library are preserved the minutes of the Temperance Colony Pioneer Society. Its organizational meeting was held on March 1. The first president of the society was James Hamilton; the first secretary, Dr. Willoughby. The society had a chaplain and opened and closed with prayer.

The purpose of the society, as stated in the preamble of the constitution, was "the discussion of matters pertaining to the welfare of the settlers, mutual counsel, the dissemination of useful knowledge, and social intercourse." The first annual meeting held early in 1885 listed as the society's achievements the opening of the school and post office, and success in inducing the North-West Territories government to bridge the bad spots on the Moose Jaw Trail. Topics discussed in 1885 were the improvement of the ferry service; obtaining a grist mill, a threshing machine, and a herd law; and the building of a telephone line to Clark's Crossing. When a new settler, Robert Clark, died from over-exhaustion after fighting a prairie fire in May, 1884, the society sponsored a ploughing bee for the widow.* In the winter of 1884-85 several debates were held on practical topics such as the suitability of the Saskatchewan Valley for agriculture. The society went out of existence early in 1886.

Some time prior to August 9 the first school opened in the Silas Lake house with the children sitting on home-made benches. The school was supported by voluntary subscriptions. In the minutes of the Temperance Colony Pioneer Society for September 15, it is recorded that thirty-six subscribers had promised \$271.68. A fine set of maps was presented to the school by the Temperance Colonization Society. J. W. Powers was the first teacher, filling the position until his departure from the colony the following April.

The versatile Mr. Powers, in addition to his duties as school master and justice of the peace, found time to publish a manuscript newspaper, the "Saskatoon Sentinel". The subtitle of the first issue on August 9, 1884, described the "Sentinel" as "a fortnightly magazine of news and instruction." The editorial reflected the consciousness of the settlers that they were pioneers; it expressed determination and optimism. "Nature supplies the rich loam already impatient for the ploughman's steel whilst an invigorating and generous climate is prepared to bless his efforts with ample reward." In addition to the editorial, the paper consisted of local and general news, correspondence and special departments. "What did you expect Saskatoon to be?" the editor asked his correspondent "Sufferer", "A second edition of Montreal or Chicago. You are too darned 'previous' for this country, friend. We want men of pluck and spirit out here, able to do lots and give their tongues a rest." The two-columned,

hand-written journal was passed from hand to hand through the community. With the third and last issue of the "Sentinel" on September 20, Saskatoon was to be without a local paper for eighteen years.

The post office was opened on October 1. Postal revenue between the opening and June 30, 1885, was the small sum of \$54.90. The mail was brought to Saskatoon via Batoche. The service was a source of annoyance to the Temperance Colonists, who wanted the mail for Saskatoon and the settlements to the north to be carried over the shorter and quicker route from Moose Jaw or Regina via Saskatoon. Their petitions to the postal authorities were of no avail. The first postmaster was Dr. Willoughby. Mrs. J. D. Powe became postmistress in 1887, a position she held until 1903.

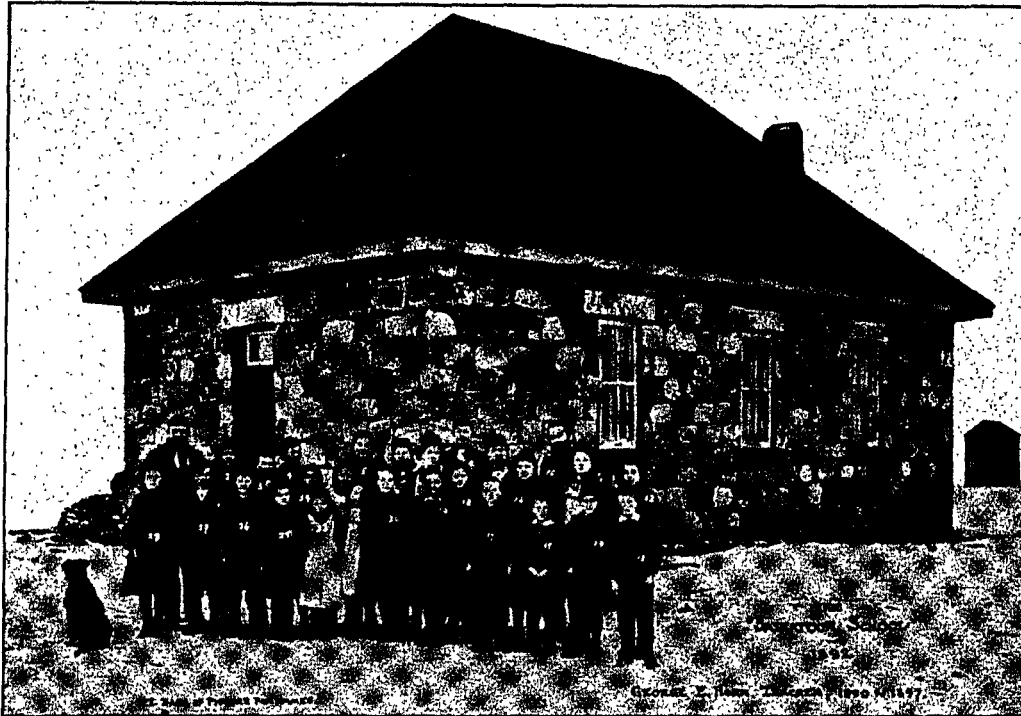
Progress in the colony was not limited to institutions. Back in August, 1883, the first child was born in Saskatoon. He was born in a tent near Conn's sod house, and was christened James McGowan. Four months later, between Christmas and New Year's, the first girl, Winnifred Congdon, was born. The first young couple to be married were Robert Caswell and "Frankie" Irvine. Their wedding was social news in the first issue of the "Saskatoon Sentinel". As there was no clergyman in the community, the couple drove a hundred miles to Prince Albert to be married. It was not uncommon in the first years of the colony for betrothed couples to start life's journey together by driving a hundred miles and more to a clergyman for the wedding ceremony.

The social side of life was not neglected by the Temperance Colonists. Informal visiting played an important role in pioneer life. The colony's first concert was held on December 1, 1884, under the auspices of the Pioneer Society. The program featured solos, duets, choruses, readings, and recitations. The Lake building was reported "crowded to excess with people present from every part of the colony."

A party and dance brought the old year to a close. How the colonists saw in the New Year of 1885 is one of the finest stories told of the pioneers, illustrating as it does their deep religious faith. On the stroke of twelve, James Hamilton, the oldest member of the community, knelt and led the crowd of merry-makers in prayer, thanking God for the blessing received and asking His protection for the coming year. Then—on with the dance.

The history of a western community would seem incomplete without a story of rustling. On a summer morning in 1884 Frank Clark rounded up his horses to find a pony and a work horse missing. When a hasty search of the district failed to reveal any trace of the horses, he concluded that they had been stolen. He remembered that a cowboy on a mule had ridden through the community two weeks earlier, and had admired the horses. Clark borrowed a rifle. He hitched his fastest horse to the buggy, and set out in pursuit down the Moose Jaw trail. Some miles from

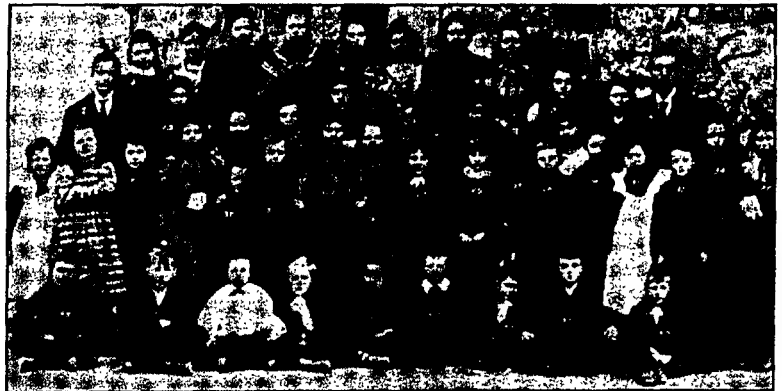
*This was the first death and led to the opening of the pioneer cemetery on the river bank west of the Exhibition Grounds.



★
The
Little
Stone School
in
1892
★

1. Howard Dulmage; 2. Nellie Gougeon; 3. William Gougeon; 4. Kirkland Fletcher; 5. Laura Anderson; 6. (unknown); 7. Bertha Lusk; 8. Anson Dulmage; 9. (unknown); 10. George E. Horn (teacher); 11. Maud Fletcher; 12. (unknown); 13. Wallace Caswell; 14. Hugh Gougeon; 15. Walter Caswell; 16. (unknown); 17. (unknown); 18. Lily Powe; 19. Dewitt Fletcher; 20. Celethe Cairns; 21. Nina Fletcher; 22. May Leslie; 23. (unknown); 24. William Vandale; 25. (unknown); 26. Henry Conn; 27. Max Foster; 28. Fred Stewart.

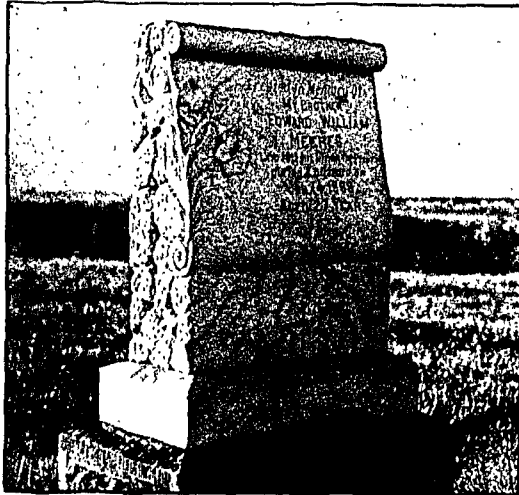
★
School District Number 13
of the North West
Territories.
★



Victoria school grounds has been the site of three schools,
1888, 1905 and 1909.

★
1. Albert Caswell; 2. Mary Richardson; 3. Annie Caswell;
4. Lillian Powe; 5. Celethe Cairns; 6. May McDermid;
7. Poppy Clisby; 8. May Leslie; 9. Maggie Clinkskill;
10. Emily Harrington; 11. Willie Hunter; 12. R. B. Irvine
(teacher); 13. Nellie Gougeon; 14. Joe Clinkskill; 15.
Helen Clisby; 16. Josie Andrews; 17. Ceulong girl (first
name not given); 18. Vera Leslie; 19. Beulah Andrews;
20. Hugh Gougeon; 21. another Ceulong girl (first name
not given); 22. Katie Hillard; 23. Nora Harrington; 24.
Frank Leslie; 25. Marie Ceulong; 26. Jane Richardson;
27. Mary Petit; 28. Frank McPherson; 29. Mamie Grif-
fiths; 30. Russell Leslie; 31. Grace Clinkskill; 32.
Arthur Powe; 33. John Hunter; 34. Vic Stephenson;
35. Perry Garrison; 36. Herb McPherson; 37.
Richardson Gougeon; 38. Tom Clinkskill; 39.
Russell Griffiths; 40. Olive Cairns; 41. Joe Petit;
42. Percy Caswell; 43. John Davies; 44. Charlie Clisby;
45. Roy McPherson.—The picture was taken by W. C.
Lusk.

Yearly, the Saskatoon Old-Timers' Association holds Remembrance services at the Pioneers' Cemetery, on the high banks of the river in Nutana. The names below are those of some of the men and women whose lives were closely interwoven with Saskatoon in its earliest days.



Edward Meeres



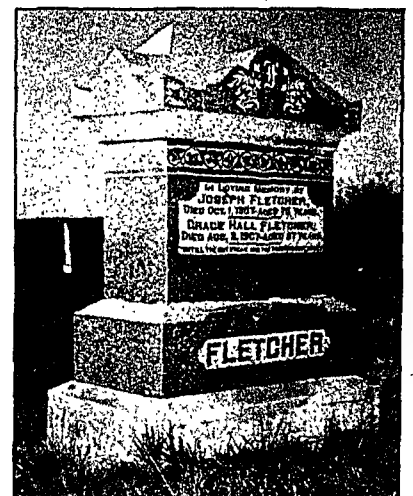
John Clisby



Robert and Jane Wilson



Robert Clark



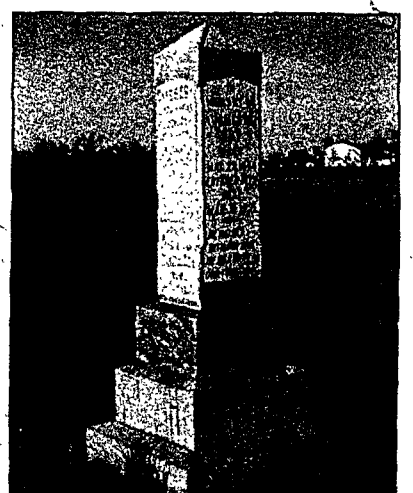
Joseph and Grace Fletcher



James and Eleanor Robinson



Charles Irvine



James Eby

Saskatoon he found the tracks of the horses and a mule. The thief, thinking himself safe from pursuit, had circled back on to the trail.

A few miles south of the Elbow Clark caught up with the thief who was lying asleep with the horses tied to his foot. Covering the rustler with the rifle, Clark recovered his horses. When he started away, the rustler's mule attempted to follow. Clark did not wish to leave the man alone, so waited until the mule was caught. A sequel was the finding of a man's skeleton two years later by surveyors. It was believed that it was that of the cowboy. The assumption was that the mule had again broken away leaving him to starve to death on the lone prairie.*

The country still lay in the grip of winter when the half-breed rebellion of 1885 broke out forty miles down the river. There looting began on March 18. Saskatoon was unaware of the seriousness of the situation until March 21 when Dr. Willoughby returned from Batoche where he had gone on business. Dr. Willoughby had met Riel, who charged the people of Saskatoon with having offered assistance to the Mounted Police at Battleford during the threatened Indian rising the previous year. The half-breed leader told Willoughby that as a citizen of Saskatoon he had no right to ask protection, and added an ominous statement to the effect that the half-breeds would now show Saskatoon who would do the killing.

The Temperance Colony Pioneer Society met on March 23. The regular order of business was dispensed with to consider the war situation. Should the settlers flee to Moose Jaw or remain to protect their property? After a discussion the following motion was entered in the minutes: "Moved by Mr. Copland, seconded by Mr. Cleveland, that after hearing the reports we do not go to Moose Jaw, but stay at home attending to our usual avocations. Carried."**

Saskatoon's greatest fear was an attack by the Sioux Indians of the Moose Woods. To the settlers the name Sioux conjured up pictures of the Custer defeat and the earlier Minnesota Massacres. Whitecap's band had originally come to Canada after perpetrating the massacre of white settlements in Minnesota in 1862. In the half-breed rebellion, would the Indians rise?

Relations with Whitecap's band had always been cordial. Yet the settlers—particularly the women—had recollections of a day the previous fall when the Indians had galloped down on the village, a ruse which frightened at least one woman into handing out food. In mid-winter the settlers' friendly concern for their Indian neighbors had been demonstrated by a news item appearing in the Regina "Leader", in essence an open letter to the Lieutenant-Governor; the item was an interview in Saskatoon between J. W. Powers and two Sioux in which the latter told of their need for food. At the meeting of the Pioneer Society on March 23 Gerald Willoughby—who frequently traded with the Indians—said Whitecap had expressed friendship toward the Temperance Colonists.***

On Monday, March 30, the Sioux warriors appeared on the edge of the village. They were

on their way northward to join the malcontents at Batoche. At the Sioux approach three spokesmen—James Hamilton, Latham, and Copland—with Gerald Willoughby as interpreter, went out to parley with them. They found the Indians well disposed toward Saskatoon. The citizens advised the Indians to return to their reserve rather than persist in their intention of going to Batoche. Dominated by a number of half-breeds, the Sioux continued northward. Because of the deep snow the Indians and half-breeds followed the trail through the centre of the village.****

Prior to Whitecap's march the settlers had made preparations for any eventuality. A home guard under the captaincy of E. S. Andrews was formed. They had only a limited number of weapons.***** At night scouts were sent to guard the approaches to the village. The spirit of the home guard appears in a despatch dated April 9 to the Regina "Leader". It declared that should Riel come "We will protect our lives and property to the best of our ability. No surrender and God save the Queen."***** Saskatoon was not attacked, but rumours and alarms continued to keep the settlement in a state of excitement until the arrival of Middleton's column at Clark's Crossing on April 16.*****

General Middleton's column reached Clark's Crossing on April 16, and the Temperance Colonists breathed a sigh of relief. For the remainder of the Riel Rebellion, the men of Saskatoon were employed as freighters, couriers, and scouts. Captain Andrews because of his seafaring experience was placed in charge of the ferry service at the Crossing. The presence of the Canadian militia along the river created a market for the Temperance Colony's produce. The soldiers wanted potatoes, milk and butter. Farmers are said to have sold hay at from \$60 to \$80 per ton.

After the battle of Fish Creek, Saskatoon became a hospital centre. The original plan of sending the wounded up-river by steamer was abandoned as impractical. Back from the front

*In the summer of 1888 the Saskatoon correspondent to the Regina "Journal" reported that Halley and Hillard had lost five horses, and the following winter that Geo. Garrison had lost a valuable team of grays. Presumably in each case the horses had been stolen.

**S. Teeple in a letter to the Minister of the Interior, dated August 12, 1890, claimed credit for dissuading the settlers from leaving and states this fact would be affirmed by J. W. Powers. From his letter it would appear that this was on a subsequent occasion when the colonists again talked of fleeing the colony. "Being the only man who refused to leave the Settlement in a body a few days before the volunteers came in, I take credit to myself in helping to hold the settlers there."

***At the treason trials after the rebellion it was Gerald Willoughby's evidence which saved Whitecap from being incarcerated along with Big Bear and Poundmaker. Willoughby claimed Whitecap was virtually a prisoner of the half-breeds accompanying his band.

****Mrs. Barbara Anderson tells how, in the district northeast of Saskatoon, the Blackley women came across the fields to warn the Hunters. The women had shawls over their heads to make them look like Indians in case scouts were watching. The Indians had told the Blackley men that they would be back in two weeks to destroy the settlement.

*****Three settlers went to Moose Jaw for supplies and weapons some time in April. The authorities gave them 25 rifles and 500 rounds of ammunition.

*****The despatch suggested that Regina might send men and rifles. The editor of the "Leader" in a note answered that Regina was one of the few towns in the West which had not solicited the protection of the military, and hence needed her men for her own defence.

*****A rumour was published in the "Saskatchewan Herald" on March 27 that the Sioux had attacked and taken Saskatoon. The "Leader" on April 16 published a rumour from Medicine Hat that Indians had looted Saskatoon but had not molested the settlers.

the improvised ambulance wagons rumbled,* reaching Saskatoon on May 2 with thirty-five wounded. The villagers threw open their homes, and the women took charge of the nursing. Deputy Surgeon-General Roddick arrived a few hours after the wounded, having travelled the Moose Jaw trail in the then unprecedented time of sixty hours.** At first the hospital services were rather unorganized. For a few days food was scarce. Dr. Willoughby was appointed assistant-purveyor, and James McGowan supply officer. Roddick requisitioned the three largest houses as hospitals so as to concentrate the wounded.*** Later four nurses arrived from Winnipeg. After the battle of Batoche more wounded arrived aboard the "Northcote", on May 14. Six weeks later the last of the wounded soldiers departed from Saskatoon aboard the hospital barge "Sir John A. Macdonald", and the village returned to the everyday routine of frontier isolation.

The kindness of the people of Saskatoon to the wounded and the medical corps was given recognition when the time came to close the hospital accounts. A certain Lieut. Leonard was sent to make settlement. "As the settlers were stated to have placed all their property at the disposal of the medical staff, (he was) to treat them liberally in closing the account." The settlers had received some surplus supplies from the medical corps, but Leonard found a cash balance of \$4,000 owing to people in the colony.

The "Northcote" docked at Saskatoon on the afternoon of May 19, with an important prisoner aboard—none other than Louis Riel. In all probability he spent the night under guard aboard ship, but for years certain early houses were pointed out as the place where Riel spent the night in Saskatoon. Next day the prisoner and his military escort started overland for Moose Jaw in transportation supplied by G. A. Kerr and several other men. Riel is said to have ridden in a buggy with Charlie Blackley. As a footnote to history is this item in the public accounts of Canada: 5 double teams and 3 single buckboards for 9 days—\$450. This amount Saskatoon men earned taking to prison the man who had caused the uprising.****

What were the effects of the Riel Rebellion on the Temperance Colony? The demand for farm produce and the settlers' services brought several thousand dollars of ready cash into the settlement.***** Although the employment of some of the settlers retarded spring seeding, this was not a loss because as time was to prove, the crops were to be ruined by a disastrous frost which came on August 23. The uprising probably cost the colony a number of prospective colonists.

In September the Pioneer Society successfully petitioned the Territorial government to declare a herd district, thus restricting the running at large of stock in T. 35, 36, 37 in R. 5 and T. 36 in R. 6. This demonstrated that the prime interest of the colonists was grain-growing.

The year 1886 was dry and consequently the crops were so poor that some settlers had to obtain seed grain from the government at Moose Jaw in the spring of 1887. Only the potato crop was good. Immigration was not large. Four stone houses

were built in the colony that season. The inspector of colonization companies reported in October that there were seventy bona fide settlers in the colony and a total population of 228.

In the spiritual sphere 1886 saw the organization of the Methodist mission which may be regarded as the beginning of Grace Church.***** The organizational meeting was held on August 18 under the chairmanship of Rev. A. Andrews of Regina. Back in the summer of 1883 J. N. Lake had conducted open-air church services, the congregation sitting on the grass or on planks. Rev. William Halstead was stationed at Saskatoon for a month or two in the fall of 1884, but after his departure the settlement was without a resident Methodist clergyman for three years. A student, J. M. Wright, came to the district when the mission was opened in the fall of 1886, but a serious eye affliction caused his resignation within a few weeks. During these years Emmanuel J. Wooldridge held services on Sunday evenings in the home of Peter Latham. A student, F. W. J. J. Hodgson, served the community in 1887-88. Methodist students who followed him were J. Peters, G. H. Bennee, and A. E. Roberts.

The numerically weaker Presbyterians had the distinction of organizing their mission field a year earlier, when a student—whose name has long been forgotten—preached at three points in the colony. During the first three months of 1886 A. B. Davidson, the local school teacher, preached to the Presbyterians in the school building on Sundays. The Presbyterians did not have a student minister again until the arrival of Norman Lindsay in the summer of 1889. Like his predecessor he also taught school, Saskatchewan School near present-day Hague.

The community's first exhibition was held on October 13, 1886, under the auspices of the newly formed Central Saskatchewan Agricultural Society. The latter was in a sense the successor to the Pioneer Society, but with its interest narrowed to agriculture. J. P. Lake was first president, while T. Copland served as secretary. In the agricultural fair there were nearly two hundred entries with livestock entries predominating. Entries which would not be found in a present-day prize list of a Saskatchewan exhibition were those of a yoke

*Over the tops of wagon boxes the hides of freshly-killed steers were loosely tacked to form hammocks; above, canvas awnings supported by bent willows gave protection from sun and wind.

**Dr. Douglas, V.C., came down the river two hundred miles alone in a collapsible canoe and reached Saskatoon the same day.

***One of these still stands at 326 Eleventh Street.

****Later in the summer Kerr and other local men had the contract to remove the bodies of some of the militia from Fish Creek and Batoche to the railway for shipment East. In Saskatoon the bodies were placed in tin boxes which were soldered. For this Kerr and his men received \$168.

*****In the report of the War Claims Commission are listed claims by a number of Temperance Colonists. It was the grievance of settlers who served in the campaign that they had run the same risks as members of the militia, but had received no recognition of their services.

*****The Methodist Church—later the East Methodist Church—became Grace Church in September, 1910. It was named after Mrs. Grace Fletcher, early storekeeper, and prominent in church and temperance work. The history of Grace Church is to be found in the pamphlets issued by that congregation in 1936 and 1951 on the fiftieth and sixty-fifth anniversaries respectively of the founding of the Methodist mission.

of oxen and a trotting ox: D. Blackley won the former event and Chas. Kusch the latter.*

The rebellion had revealed Saskatoon's isolation in time of crisis. Shortly after its close the people of Saskatoon took steps to improve communications. In the fall of 1885 the settlers hauled from Moose Jaw the materials to build a telephone line. They cut and erected the poles. A year later the line was completed to the telegraph office at Clark's Crossing. Two years later the line was turned over to the Dominion government to operate. By November, 1886, a new trail to Regina had been surveyed and opened to traffic. Fewer hills made the new route more popular than the Moose Jaw trail. Saskatoon became an important crossing place for freighters bound for Battleford. The same autumn several barges came down the river to Saskatoon where the goods were shipped overland to Battleford. Saskatoon had its beginning as a distributing centre.

A public meeting in September, 1886, is of significance to the historian because it reveals the questions agitating the public mind. One motion had to do with the recurring issue of the mail service. A second motion asked the Dominion government to open a land registry office in Saskatoon.** It was pointed out that a prospective homesteader, after selecting his land, had to make a two hundred mile round-trip to Prince Albert to register his claim. Another motion asked that the Minister of the Interior be petitioned to allow homesteaders to reside in town so that they might enjoy the advantages of school and church. Under the Dominion Lands Act the minister could grant homesteaders the privilege of living in hamlets in certain instances. Messrs. Copland, Trounce and Kerr were appointed to circulate the petitions. Only the last petition was successful. In the fall of 1887 the inspector of colonization companies reported that twenty-four settlers had taken advantage of the hamlet clause, and were living in the village of Saskatoon.

In December a detachment of North West Mounted Police was first stationed in the village with Sergeant Montgomery in charge. The Mounted Police annual reports repeatedly emphasized that the Temperance colonists caused little trouble, but, the settlement was strategically located for patrol work, and was isolated. For several months the detachment was boarded at the Garrison House, then took up quarters in the Grant house until 1894 when the detachment was moved across the river. The presence of the Mounted Police added to the prestige and importance of Saskatoon and also to its social life.***

Though an isolated frontier community, Saskatoon was not without its cultural life. Every winter a series of talks or debates was held. In 1884-85 these were under the aegis of the Pioneer Society. In October, 1886, a Literary Society was

organized with Dr. Willoughby as president and Geo. Grant as secretary. By the winter of 1889-90 this society had given way to the Mutual Improvement Society, which that season discussed scriptural topics. The next winter the members were offered the following series: physiology, by Geo. Horn; socialism, by P. K. McCaskill; chemistry, by W. P. Bate; free trade vs. protection, a debate. In the intellectual life of the community no one contributed as much as Geo. Horn, of whom Gerald Willoughby wrote:

"He scattered among us the riches with which his mind and soul were stored . . . He set our feet in paths we had not known before, opened our eyes to the boundless wealth which might be ours and fired our ambition to know something at least of the worth-while things."

Saskatoon's social season began early each winter and lasted until the spring "break-up". At least one concert starring local talent was held during the winter. What sort of piece brought down the house? A newspaper account of a concert in 1886 gave a special mention to "The Bridge at Midnight" beautifully sung by Mrs. Cleveland, and "The Shipwreck" as recited by Mrs. T. H. Smith. Outstanding among early entertainers was Will Hailey, a concert violinist from England, who had settled in the colony. At Christmas there was the annual concert and Christmas tree. Toward spring the Mounted Police held a ball at the barracks—sometimes called "Sinners' Rest". Usually the last event of the season was a ball given by the numerous bachelors of the colony.

The main sports days in summer were the Queen's birthday and Dominion day. These featured the usual races and jumping contests, and sometimes horse races. Cricket was played in the early years of the colony. A veteran of the Saskatchewan Rebellion, reminiscing later in eastern Canada, said that the last time he had seen the game played in Canada was on July 1, 1885, in Saskatoon. Yet, five years later local cricketers were planning a tournament with teams from Battleford, Prince Albert, and Regina competing. The first reference to baseball being played in the colony was in 1887 when games were played, the "Citizens vs. the Country".

Early in the season of 1887 Capt. C. W. May, R.N., accompanied by Fred Keyworth and Sefton Pendencygrasse, brought a scow of lumber down the Saskatchewan from Medicine Hat. That autumn Neville Pendencygrasse fell off the ferry and was drowned: this was Saskatoon's first drowning accident. A few weeks later the first fire occurred when the Horn brothers lost their house. Eight homesteaders and twelve settlers came in during that summer. The inspector of colonization companies that fall reported ninety settlers in the

*The following year the Central Saskatchewan Agricultural Society was thoroughly re-organized. That year it received a government grant. The entries in the exhibition increased to 450.

**The Temperance Colonization Society had asked for a land registry office as early as 1884.

***For several years the police detachment numbered six, was then reduced to three and when gold was discovered in the Klondyke, the Saskatoon garrison was reduced to a single man, Constable Clisby.

Temperance Colony.* It was a year of bountiful crops. The correspondent to the Regina "Journal" wrote in September: "Fine weather, good harvest, and contented people."

That winter the snow-bound community was saddened by tragedy. The night of January 11 was wild and stormy, but a number of the young bachelors were gathered at a home on the corner of Broadway and Main. One of them, Wes. Clark, had almost lost his way walking from the river to the meeting place. When Ted Meeres, a young Englishman, said he was going to his stable to feed his livestock, his companions protested that the night was too wild to be out. Meeres stepped into the blizzard. The stable was only a few hundred yards away, in an area which is to-day a solidly built section of Nutana. In the storm Meeres lost his way on the prairie. A week later Indian trackers found his body five miles southeast of the village lying in the snow as though he were asleep.**

This was the second death by freezing near Saskatoon. On March 15, 1886, Charlie Coster lay ill in the home of Harry Trounce. Like Meeres, Coster was the son of a doctor in England. During Trounce's temporary absence, Coster in his delirium divested himself of his clothing, and walked off into the night. Search parties were soon scouring the prairie around the village for the sick man. Next day they found Coster's body. He, too, had travelled with the wind southeast from the village.

In the spring of 1888 ten homesteaders and three other settlers arrived. Crop prospects were excellent in early summer but the yield proved disappointing to the farmers. Molloy of Clark's Crossing brought in a threshing machine that autumn, probably the first machine in the settlement. With markets distant, grain growing was scarcely profitable in the years before the railway came.

McPhillips' "Saskatchewan Directory" for 1888 listed the inhabitants of the Temperance Colony. Saskatoon boasted the following places of business: general merchants, Mrs. G. A. Fletcher, Lambert and Wilson. H. Trounce; tinsmith, R. W. Dulmage; physician, Dr. Willoughby; notary, real estate and insurance, G. W. Grant; agent of the Temperance Colonization Society, Thos. Copland; hotel, Garrison House; builder, Jas. D. Powe; mason, Alex Marr; music teacher, Geo. Horn; dressmaker, Miss Janie Clark.

An important development in the educational history of the community was the building of the stone schoolhouse during the year. As related earlier, when the school was first opened in the fall of 1884, it was maintained by voluntary subscription. On March 19, 1885, Saskatoon Protestant Public School District, No. 13, was gazetted.*** However, the rebellion delayed the election of trustees until July 11 when T. Copland, Dr. Willoughby, and G. W. Grant were elected. In the fall of 1886 the board obtained new seats, maps and apparatus through the generosity of the Territorial Board of Education. About the end of the year the school was moved from the Lake building to the large double store on Main and Broadway.

Early in 1888 plans were begun for the building of a schoolhouse. On June 16 the ratepayers approved of a by-law to raise \$1,200 by debentures. A. Marr was awarded the contract to erect a stone building. The first function held within its walls was a ball and supper given by the bachelors of Saskatoon on Christmas Eve. It was a great success with music supplied by Mr. (record mutilated), leader of Saskatoon's string band, and Mr. Blackley, accompanied by Mr. W. Ball, organist of London, England. On the following January 7 classes were held for the first time in the little stone schoolhouse. This building — which now stands on the university campus — brings back to the old-timers of Saskatoon nostalgic memories of school days, of church services, and social events held within its walls long ago.

After the organization of the district the first teacher was A. B. Davidson, who took over his duties some time in the fall of 1885. When he was called to eastern Canada in March by the illness of his wife, Gerald Willoughby taught until the summer holidays. In November J. W. Guthrie from Ontario took charge of the school. James Leslie, the first teacher of any permanency, arrived in October of 1887 and taught for three years. Canon Flett of Prince Albert, inspector of Protestant schools, just prior to Leslie's arrival found "Good upper classes, less efficient lower, and a decline in discipline." He rated the school "Fair." Leslie was an efficient teacher, and the inspector on his next visit was highly pleased and complimented the teacher on the improvement. The ratepayers took a keen interest in the inspector's reports, as at that period the better the report, the larger the government grant.****

Old-timers consider the "golden age" of education in early Saskatoon to have been the years the school was taught by George Horn. He was in charge from the autumn of 1890 until Christmas 1896. Prior to coming to Saskatoon, he had been head-master in an English boys' school. Horn was a gifted teacher who had a profound influence in the classroom, and in the cultural life of the community as well. W. P. Bate, writing on the educational history of Saskatoon, said the pupils were often loath to leave the school at the end of the day, so interested were they in their studies under schoolmaster Horn. The inspector's report

*The population of the colony was not static. The inspector noted that a number of the colonists were absent from their land for various reasons. Like homesteaders everywhere, they lived six months on their land to fulfill their homesteading obligations then found employment for six months to pay for their next residence on the land. A number of the original settlers in the colony were connected with the building trade, and found employment in other settlements in the Territories. Some of the young people of the settlement wrote examination for third and second class certificates, then taught school.

** Meeres' tombstone gives the date as January 14. In the early days there were few land marks on the prairie, and it was easy to become lost in the best of weather. John Blackley and his nephew spent a night in the open one winter season; fortunately the weather was mild. One fall William Hunter and his daughter Barbara were lost all night after fighting a prairie fire.

***The district remained a "Protestant", public school district until January 4, 1896.

****The number of pupils on the roll fluctuated from 43 to 57, but the average attendance was about 27. Only public school was taught, but the teacher coached local youths who wished to write the teachers' examinations for third or second class certificates.

for May, 1891, under the heading "General tone" rated the school "excellent". *

The year 1889 was memorable for the severe drought, the prairie fires, and the building of the railway. No rain fell during the months of June, July, and August. Some crops were not worth cutting, while the best fields of wheat yielded only ten and twelve bushels per acre. A newspaper report on the crops contains the significant statement that the best yields were grown on summer-fallow. This would indicate that a tillage practice said to have been discovered by Angus Mackay of Indian Head the year after the Riel rebellion, had been adopted by some farmers of the Temperance Colony just two years later.

On a windy spring day, Thursday, April 11, a prairie fire swept through the district. The fire came in from the east and for a time menaced Saskatoon. Only by strenuous efforts of the villagers was the fire checked within a couple of hundred yards of the houses. More disastrous was the second of the two autumn fires. The first started west of the river and swept across the northern part of the settlement. A few days later on Tuesday, October 8, a fire came up from Beaver Creek. Again the populace—mostly women and children, as the men were working on the railway—fought fire on the edge of the village. Four district farmers lost their stables, and in addition one lost twenty hens and four geese. More serious was the destruction of hay stacks. It was estimated by the Mounted Police that the farmers and ranchers in the colony lost 800 tons. In consequence, many cattle went hungry that winter. By the following March hay was selling for \$20 a load.**

Work began in August on the long-awaited railway. From its beginning the Temperance Colony had been hampered by distance from the railway. The directors of the Temperance Colonization Society had made many of their plans on the assumption that the South Saskatchewan was navigable and that settlers and supplies could easily be brought down the river to the colony. The first bright hopes of rapid development were grounded on the river's sandbars.

In April, 1884, the Dominion government granted a charter to the Saskatoon and Northern Railway Company. The promoters of this company were J. N. Lake and others prominent in the Temperance Colonization Society. The preamble of the charter stated that the railway was to be built from Moose Jaw to Saskatoon, and thence to Battleford or Prince Albert, or to each. Work was to commence within two years and be completed within five. In August the Temperance Colonization Society memorialized the government asking the usual land grant for construction of the line. Later in the season a petition signed by seventy-eight of the Temperance Colonists making a similar request was sent to the government. Nothing came of it.

The following year another company built a railway from Regina to Long Lake where it was proposed to run a fleet of steamers. The dearth of traffic led to the abandonment of the railway after a few months. In the northern settlements

of Prince Albert, Saskatoon, and Battleford, such was the clamour for a railway that in 1887 the government granted the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company a land subsidy of 6,400 acres per mile to build to Prince Albert. Even this was not sufficient encouragement to capital to build a profitless railway through a wilderness. On April 30, 1889, Sir John A. Macdonald introduced a bill into the Commons giving the company a cash grant of \$80,000 per annum. Against this the company was to credit the government's transportation bill (for the Indian Department, Mounted Police, mail, etc.) so that in reality the grant was little more than a guarantee that the government's transportation bill would approximate the sum.

Promoters of the railway were the well-known firm of Osler, Hammond, and Nanton, who induced the Old Country firm of Morton, Rose and Company to supply the required capital. The contractors were James Ross, H. S. Holt, William Mackenzie, and Donald Mann, a remarkable combination of energy, construction ability and financial wizardry.

Because of delay in raising the money in England, grading operations did not begin until August, 1889. In October 500 teams and 1,000 men were engaged in construction work. Among these were many of the Temperance Colonists employed as teamsters at \$26 per month and board. When "freeze-up" came in early November, the grade had been pushed to within eight miles of Saskatoon. When track-laying operations ceased in December, the end of steel was south of Bonnington (Kenaston), some seventy miles from Saskatoon.

After railway construction closed down, many of the "navvies" went to the Duck Lake district to cut ties, but some augmented the population of Saskatoon. The Garrison House, private boarding houses, and livery stables did a roaring business for several weeks as freighters moved railway supplies north from the end-of-steel.

During the winter the disappearance of Weston Clarke and Peter McCallum on the Moose Jaw trail caused considerable anxiety. They had gone to Moose Jaw for supplies for the colony during the Christmas season, and were known to have started on the return journey on January 9. In mid-February a search party of police and Indians scouted the bleak, snowy wilderness as far as the Elbow without finding a trace, and were turned back by the deep snow. Two months later, early in March, Clarke and McCallum turned up at the Moose Woods, but without the supplies. They had been detained by the weather some days at a ranch in the Qu'Appelle Valley, and were fourteen days ploughing through ten-foot drifts in travelling

*At the Christmas concert of 1895, the pupils presented their teacher with a fine upholstered chair. The teacher was so pleased that he gave another Christmas party for the children a few days later. Horn left the community a year later and went to Japan. He was followed in the school by Miss Ross, M.A., who in turn was followed by Mr. Henning, and he by Irvine.

**In the spring of 1884 a prairie fire caused the first death, that of Robert Clark who died from over-exertion. In the spring of 1891 half-breeds were suspected of firing the prairie to facilitate their search for buffalo bones which then showed white on the blackened landscape. As late as the fall of 1902 the inhabitants of Nutana were called out to fight a prairie fire which came up from the south.

the last twenty miles up the valley. One of their horses died, and they abandoned the supplies and came on.

By way of postscript, the same issue of the "Prince Albert Times" which told of the safe arrival of the travellers, contained a short news item stating that flour was scarce and coal oil unobtainable in Saskatoon.

In the first week of April, 1890, track-laying operations were resumed. On the evening of Wednesday, May 14, the gleam of the headlight of a work train—still six miles distant—was the signal for a celebration in the village of Saskatoon. A torch-light parade was staged, and M. E. composed seven stanzas of bad verse which was published in the Regina "Journal".

Hurrah for our coming railway,
Three cheers for Saskatoon,
Three rousing cheers to gladden our ears,
For the railway's coming soon.

Work on the bridge proceeded rapidly, and five weeks later the first train crossed the river.* The steel moved northward, and on October 22 at Prince Albert the last spike was driven at an appropriate ceremony.

The Qu'Appelle, Long Lake, and Saskatchewan Railway was operated on a rental basis by the Canadian Pacific Railway until the purchase of the line by Mackenzie and Mann in 1906. For many years traffic on the road was light, and service remained a semi-weekly train, run with a fine disregard for official time schedules.

The coming of the railway marked the end of the pioneering phase in the development of Saskatoon and community.

The following spring occurred another event of significance, namely, the settlement between the Temperance Colonization Society and the Dominion government. In order to evaluate the role of the society, it is necessary to consider relations of the society with the shareholders and scripholders, with the government and with the Temperance Colonists.

The promoters of the society in 1881 applied to the government for a compact block of land about 2,000,000 acres in extent for a temperance colony. Under the scheme the land was to be divided into thirds. The first third (which apparently was to constitute the choicest land in the block) was to be sold to finance the scheme, while the remaining two-thirds was to be sold to subscribers at \$2.00 per acre. Most purchasers of the first third paid \$3.00 per acre, but such was the fever of speculation that late-comers paid \$5.00. The price would have gone higher had not the promoters withdrawn the remainder of the first third from sale. Purchasers made a cash payment and paid the remainder subject to call at the rate of 10% per annum.

At a meeting of the society in January, 1882, it was decided to convert the society into a joint stock company, and to turn the land subscriptions into subscriptions for stock. The meeting also sought to come to an agreement with the original

promoters of the society, who had acted as agents and obtained subscribers to the whole of the 2,000,000 acres.

This group's reimbursement was to take the form of credit in stock. On their \$3.00 per acre land they were allowed a credit of the difference between the full price, and \$1.10, or a credit of \$1.90, the latter to be applied on calls on stock. Thus, on payment of \$1.10 this group, known as the "\$1.10 men", received three shares worth \$3.00. This agreement seems to have been ratified at a meeting of shareholders in July, 1882.

A new board of directors elected early in 1885 questioned the legality of the above transaction and refused to recognize the credits of the "\$1.10 men". The insistence of the directors that these men pay calls on stock the same as other shareholders, precipitated a series of lawsuits. As a result the society split into two factions; the majority stood behind C. Powell, the new manager of the society, while the minority sided with J. A. Livingston. J. N. Lake supported the Livingston group. In the internal dissension, the purpose of the society was almost forgotten.

In addition to the disputes between the two groups of shareholders, there was much litigation between the society and the scripholders. As stated above, two-thirds of the 2,000,000 acres which the society expected to secure from the government was subscribed to by prospective settlers at \$2.00 per acre. Purchasers of land paid one-tenth of the purchase price, and the remainder in installments of 10% subject to call. As the society as yet had no land, scrip was issued to those people who made a payment.

A scripholder was to settle on the land either himself, or by proxy. Subsequent events showed that many scripholders had no intention of settling, but had acquired the land for speculation intending to sell their scrip to would-be settlers. At the time the subscriptions for land in the proposed temperance colony were taken it was believed that the West would boom with the opening up of the country by the Canadian Pacific railway. By 1884 the vision of western boom and easy wealth had faded. With disillusionment came resistance to the payment of calls on scrip and resentment at the alternative, which was forfeiture of what scripholders had already invested.

Interminable litigation followed with the society trying to hold the possessors of scrip to their bargain, and scripholders retaliating by accusing the society of obtaining subscriptions by misrepresentation. The argument of the latter was that the society had claimed that it was to receive 2,000,000 acres from the government and on the strength of this had sold most of it to the scripholders; the government granted to the society only about 213,760 acres, so that the society had sold land which it had never possessed, and therefore the scripholders should be reimbursed. The second line of attack of scripholders was that they had bought scrip in support of a temperance colony, but since the society had no control over

*During the construction of the bridge a man named Dyser lost his life in the river.

the homesteaders on the even-numbered sections within the colony, the money of scripholders had been obtained under false pretenses.

The legal battles with shareholders and scripholders consumed the energy and drained the resources of the society for several years after 1884.

Throughout the legal battles involving the society, the Department of the Interior wisely remained neutral, though personal letters and petitions were sent to the department asking for government interference. On more than one occasion members of parliament pressed for a royal commission to investigate the affairs of the Temperance Colonization Society. The government took the stand that the relations between the society and its stockholders and scripholders was an internal dispute, and moreover, that little good would come from a royal commission as the disputes were being thoroughly aired in the courts.

By 1886 the government recognized that the scheme of selling land to colonization companies had failed, and proceeded to settle with them, giving them land according to their achievements in colonization. However, as the Temperance Colonization Society was at that time bound hand and foot by chancery suits, the government delayed settlement with it until April, 1891. In return for settling 101 settlers in the Temperance Colony, the society received 100,000 acres of land within the boundaries of the colony.

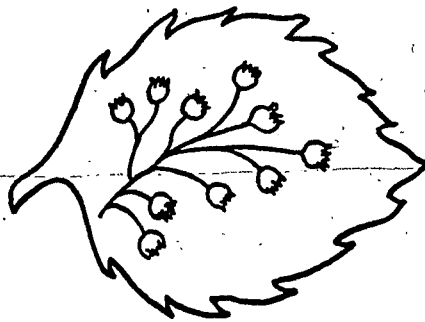
Relations between the Temperance Colonization Society and the colonists were good, or at least as satisfactory as could be expected between a paternalistic company and colonists with a democratic background. In the first years, the settlers, being isolated, were aware of their dependence upon the society, and although the society failed to make good some of its promises, there was an appreciation of the difficulties which bedevilled its existence. Most settlers were in accord with the temperance aims of the society, but they resented the efforts of the society to obtain temperance pledges from homesteaders. On July 16, 1884, the Temperance Colony Pioneer Society passed a resolution protesting the temperance bond, at the same time emphasizing that the

protest was against the usurpation of power by the colonization company, and not against the principles of temperance.

In the spring and summer of 1886 a petition was circulated among the colonists, and later a public meeting held in Saskatoon asking that the Temperance Colonization Society be dissolved. The petition was circulated surreptitiously among colonists known to sympathize with the Livingston-Lake faction. Later three of the most prominent men in the colony were to declare under oath that this petition did not express the view of the majority of settlers, since it had been signed by non-residents, minors, and a few disaffected persons. On July 30 at a public meeting, a resolution was passed calling upon the government to dissolve the society. It declared that the settlement wished to have the same free status as other western communities. Whether this meeting was an expression of the feeling of the settlers that they were neglected by the society, or whether it was another attempt to enlist the support of the settlers for the minority faction in the Toronto legal battles, is difficult to determine. Soon after, Charles Powell, manager of the society, visited the colony and by frank discussion won back the confidence of the colonists.

The Temperance Colonization Society gave colonists financial assistance to become established. It operated a free ferry, and assisted with the building of the telephone line. As the largest landowner in the Saskatoon school district its prompt payment of school taxes was an important factor in making the school one of the best in the Territories. Altogether the society spent \$30,706 within the colony. The society's grant of a free right of way to the Qu'Appelle, Long Lake, and Saskatchewan Railway assured the settlement of a railway. Two enterprises of the society which failed were its efforts to operate a steamboat on the Saskatchewan and its sawmill. The Temperance Colonization Society brought in 101 settlers. If its accomplishments are measured against its intentions, the society was a failure; if they are compared with the achievements of most of the other thirty colonization companies, the society was a success. Had it not been for the society, the site of Saskatoon might to-day be a stretch of farm land along the river banks.





Motif used in Saskatoon's first seal.
(the leaf and berries of the saskatoon bush)

CHAPTER TWO

The Hamlet Years . . . 1890-1900

The building of the railway did not bring about in Saskatoon the rapid development the villagers had anticipated. That summer a few buildings were erected west of the river, and then Saskatoon entered a period of stagnation which lasted till the end of the century. The same was not true of the farming district surrounding it, however, for agriculture progressed from a subsistence level to a flourishing mixed farming industry. The end of the decade of the 'Nineties was to witness rivalry between two hamlets separated by the river, the ascendancy of the west side, and the introduction of the bar into the erstwhile temperance colony.

The villagers of Saskatoon witnessed with keen disappointment the building of the station, roundhouse, and water pump west of the river. A news item appearing in the "Prince Albert Times" in June, 1890, said:

"Those who have improved their properties in the village in anticipation of a boom feel considerably disgusted over the selection of a new site, while those who live on the opposite side are easily recognized by the broad grin which illuminates their features when the question of the townsite is discussed."

Railway officials chose the alluvial plain as more suitable for yards and because watering facilities were better than south of the Saskatchewan.

The Temperance Colonization Society surveyed a townsite on the west bank. One of the commendable features of the business section of present-day Saskatoon is the broad streets. They were surveyed wide at the insistence of Thomas Copland, at that time the Society's agent.* A mild boom in the sale of lots was reported during the summer.

Saskatoon became a distributing point for the country to the west. A regular mail and stage service was opened to Battleford. Trains of freighter's carts and wagons were a common sight around the station, or camped along the river. Before the coming of the railway, said the local correspondent, a stranger in the settlement was a topic of comment, but now there were too many strangers for Saskatonians to pay any attention to their coming and going. Some of the newcomers presumably did not favor the strict religious observance and temperance principles of the old settlers: some of the Temperance Colonists banded themselves into a "law and order" league, to enforce the observance of the Sabbath. The league was instrumental in putting a stop to Sunday freighting. The first case of breaking and entering in the community's history occurred when Mrs. Fletcher's store was raided in June, 1891. The railway had brought changes to Saskatoon.

Saskatoon was undoubtedly the world's greatest buffalo bone shipping centre in the seasons of 1890 and 1891. Half-breeds in their creaking Red River Carts roamed the prairies, collecting the bleached bones of the vanished herds. The famous "Bone Trail" from the Eagle Hills dated from this trade. The summer of 1891 bones were stacked like cord-wood along the railway track from the bridge to about Twenty-third Street. A news item in September said that A. Blair, bone dealer from Regina, was loading from ten to fifteen cars of bones a day. An article in the "Western World" of Winnipeg estimated that during the two seasons the bones of no less than 200,000 buffalo were shipped from Saskatoon. Buffalo bones were the first outward freight to travel over the Qu'Appelle, Long Lake and Saskatchewan Railway.

Little grain was sown in 1890, as the settlers did not have seed after the crop failure of the previous year. Although the Dominion government distributed seed throughout the West that spring, Saskatoon in its isolation did not hear of it until too late. What crop was planted brought a satisfactory return in the autumn.

In October a group of local farmers, under the leadership of T. Copland, proudly displayed their roots and grains to a party of British farmers touring the country under the auspices of the Dominion immigration department and the Canadian Pacific Railway. The Britishers saw vegetables of prodigious size: "One Spanish radish served as a lunch for sixteen of us, and when weighed next day at Regina, the balance brought down the scales at two pounds and fifteen ounces." Saskatoon pie was also served to the touring farmers.

The growing season the following year was ideal, with an abundance of rain. The yields were better than the most optimistic expectations. McCordick reported that his barley yielded thirty-five bushels for every bushel sown, while J. D. Caswell—who had the best crop in the country—had grain which went fifty-five bushels to the acre and graded No. 1. Because of the heavy crop and accidents to the one or two machines in the colony, threshing was not completed until the following spring. In February Hy. Smith and sons bought a machine to help finish harvesting operations before the spring planting began.**

*Copland has sometimes been rightly called the "Father of Saskatoon." For the first seventeen years of the Temperance Colony, Copland was the recognized community leader. He was thus described by E. J. Mellicke: "Copland had a long full beard, and spoke with a burr. In looks he was a typical Scotsman. He was a stern man, reliable, honest, and as solid as a rock. No meanness was to be found in him."

**This was the second machine in the colony—the first had been brought in by R. J. Molloy of Clark's Crossing. Both were of the six sweep variety driven by twelve horses. Geo. Doan then bought a portable steam rig.

The spring of 1892 was very late. The crop, though short, was reported well headed. The best evidence that it was not a failure is the fact that the Massey-Harris agent from Duck Lake toured the community and sold several binders in addition to some mowers. A news item that fall mentioned the name of a farmer who was later to become internationally famous, Seager Wheeler; he was reported the first to start cutting. From the beginning of settlement harvesting operations had been hampered by the shortage of threshing machines. It was common practice to stack the grain and thresh throughout the winter. In the fall of 1892 Chas. Kusch purchased a thresher, so that the colony now had four machines.

Just as the building of the stone school had marked an important advance in the community's educational history, so the building of the Methodist church was visible evidence of progress in the religious development. In the early spring of 1892 members of the congregation hauled the gravel and stone for the cement structure to be built on a lot donated by the Temperance Colonization Society. In May the tenders of Wm. Stephenson and Geo. Hilliard were accepted, the former to do the concrete and plastering, the latter the wood-work and painting. The building was designed to hold a congregation of a hundred. It was formally opened for worship by Rev. F. B. Stacey, who preached the dedicatory services on January 15, 1893. About eighty people attended the morning and evening services that Sunday.*

In the news columns from Saskatoon which appeared in the Regina papers are references to revival services held in the church from time to time. Branches of the Upper Canada Bible Society and of the Epworth League and Christian Endeavour were flourishing by the time the church was built. In April, 1894, a Ladies Aid was organized under the presidency of Mrs. Pendy-grasse. The first act of this organization was to sponsor a concert in aid of the building fund.

During the 'Nineties the Presbyterian mission field continued to be served by theological students, with ordained ministers visiting the field at intervals to administer the sacraments. Services were conducted at three or four points. In 1890 the gang constructing the railway bridge took up a special collection to buy the local congregation an organ. This was in appreciation of the services of the student minister, John Millar. After the building of the Methodist church, the Presbyterians and Anglicans also worshipped within its walls until March, 1895. Then, as the Methodists needed it regularly, the two smaller congregations returned to the little stone school. During the pastorate of A. W. Hare, in 1898, Presbyterian services were sometimes held on the west side of the river in the railway roundhouse. Two years later the student, J. Rex Brown, held all services west of the river. This marked the beginning of Knox Church.**

Church of England services, like those of the two larger denominations, were in the early days often conducted by laymen. Geo. Horn seems to have sometimes led the services. Rev. Canon Flett, inspector of Protestant Public schools, held services

when in Saskatoon on educational matters. Although the first record of Canon Flett holding a religious service is in October, 1887, it is probable that while on some earlier tour of school inspection he officiated at the first Anglican service to be held here. A Mr. Wright, as "travelling missionary" of the Church of England, included Saskatoon on his itinerary during 1888. Bishop Pinkham paid the Saskatoon congregation its first visit in July, 1890. That summer and the next the local congregation was included in the Battleford mission field served by Canon E. K. Matheson in 1890 and part of 1891. In a reorganization of fields Saskatoon was placed under the charge of the minister stationed at Duck Lake. For a year or two this was a Mr. Barton. Services were discontinued in 1896, and were not resumed until 1902.

The winter the Methodist church was opened was long and severe. It was a winter of frequent delays in the train service, and of anxiety to the stock owners. Fortunately the loss of cattle was small. A late spring and showery weather during the ripening season made the harvest of 1893 late. The yield was the heaviest in years, and the grade was good, wheat grading No. 1 hard and No. 1 extra.

As grain prices were low, most farmers held their grain until late in the winter. At that time and for several years later, Saskatoon was without grain elevators, so all grain was shipped by carload lots. Several cars were shipped at New Year. The price was 41 cents per bushel.*** This price reflected the depressed economic conditions prevalent in the West during the early 1890's, and does much to explain the slow development of Saskatoon and district during the period. As has been shown in the discussion of crop seasons on preceding pages, the stagnation was not due to a cycle of drought.

Most of the farmers at this period were carrying on mixed farming. Thomas Copland, leader in mixed farming in the district, was interested in experimenting with seeds and roots, and owned a fine herd of cattle. Other prominent farmers in the immediate vicinity of Saskatoon were Messrs. King, Smith, Irvine, Eby and the Caswell brothers. When Angus Mackay of the Indian Head experimental farm visited the district in June, 1894, he complimented the farmers on their fine crops. He described them as the best crops, and the greatest

*The building of the church was begun during the pastorate of A. E. Roberts, but it was opened while W. A. Sipprell was minister. Other ministers in the 'Nineties were Egbert Gregory, T. A. Bethell, and John Linton. The latter was pastor from 1896 to 1899. W. P. Bate would seem to have been organist in the new church, and was followed by Miss Josie Thomson in 1895 and 1896. Grace Church of today is on the same site.

**For a full account of Presbyterianism in Saskatoon see "Through the Years with Knox" written by Rev. Dr. J. L. Nicol. Student ministers from 1891 to 1897 were W. S. Heron, J. R. Hutcheon, Mr. Reazin, J. J. Brown, R. C. Warden, Mr. McIntosh, and William Millar. In 1899 Rev. S. O. Lawson was the first ordained minister.

***In March 1890, the price of wheat locally was \$1.00. The bumper crop throughout the west in 1891 caused a serious drop in prices. In the fall of 1894 the local price was 50 cents.



George Fraser's harness shop, 1903, later owned by Fred Guppy and A. McDougall.

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The Leslie and Wilson Flour Mill, 1902.



J. H. C. Willoughby residence. St. Paul's Hospital now stands on this land.

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Qu'Appelle, Long Lake and Saskatchewan Railway station, on First Avenue at Twentieth Street.



The Saskatoon ferry when homesteaders were flooding into the country.



Capt. E. S. Andrews' farm residence in the early 1900's.



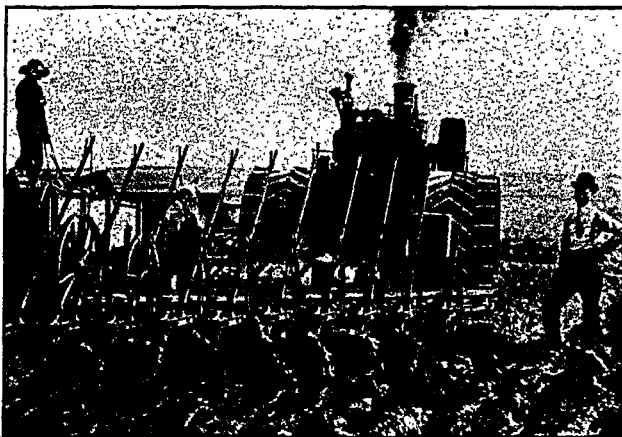
Bon Bernard and Steward Bryson turned a wagon box upside down for a temporary home at Saskatoon, 1902.

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Starting for the homestead, 1904.

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Steam outfit breaking land about 1903. The outfit is believed that of Geo. Sharp and Ed. Coffman.



Their first home in Saskatchewan, near Saskatoon, 1906.



The "Goose Lake Special" pulling into Hanley, 1908.



"Modern" Red River cart, at Second Avenue and Twentieth Street, 1908.



George Bowers breaking sod, about 1905.

stretch of good crops with the smallest proportion of weeds, that he had seen in his travels that summer.*

The same summer the correspondent to the Regina "Standard" said that one of the most encouraging signs of the times was the interest the farmers were taking in improving the quality of their livestock. Several purebred Shorthorn bulls had been brought into the district since the preceding season. The latest importation was brought in by Joseph Caswell. The first reference in the Saskatoon news column to the importation of purebred cattle was in 1891 when T. Copland brought in a bull. Some horses were brought from the East by the first settlers; others were western bronchos. On at least three occasions horses from Montana and Washington were driven through the district, and presumably some of them sold. A Shire stallion, Hailstone Attractor, was brought in by R. W. Caswell in the spring of 1892. Three years later Xavier Gougeon imported a Clydesdale, Beresford Darnlay. Hogs are said to have been introduced by Dave Lasher in the 'Eighties. By 1895 local hogs owned by J. A. Smith were prize winners at the Territorial exhibition held at Regina. Sheep were introduced by Mr. E. J. Wooldridge in 1892 when he drove a flock of 140 from Moose Jaw.

Ranching flourished in the country south of Saskatoon, in the district known to-day as Dundurn. The Hon. W. A. H. a'Court, Geo. Gagen, Joseph Proctor, and John Mawson began ranching along Beaver-Creek and near Brightwater Lake in 1886. Two years later Robert Wilson and his sons, after an attempt at farming in the same district, turned to ranching. A few of the Temperance Colonists became ranchers, but most of them carried on ranching in conjunction with farming operations within the settlement. Capt. C. W. May went into partnership with the Wilsons in 1889. Two years later the Brown brothers, Frank Clark, and A. Blackley were running cattle in the Pike Lake district which they named Canaan. The Caswells, Lakes, and E. Woodcock were running stock east of the settlement at that time. A census taken by the Mounted Police in the Dundurn district—which remained the chief ranching community—in 1894 showed that there were approximately 2,000 head of cattle on the range.**

The first shipment of fat cattle from Saskatoon was made in the fall of 1891. Five carloads were marketed. Three years later at least two shipments were made, each numbering several carloads. In 1900 brand inspector D. W. Garrison reported 2,555 head shipped from this point, but it must be borne in mind that some of these came from as far away as the Battleford country. Ranchers usually sold their cattle when three-year olds for the Old Country market. The steamer "Memphis", when it went down in the fall of 1896, carried to the bottom some fifty cattle belonging to Ben Prince of Battleford and W. H. Sinclair of Saskatoon. These two, with Gordon and Ironsides of Winnipeg, were the principal cattle buyers through the district.

The increase in the number of cattle in the district led to the opening of Saskatoon's first industrial enterprise—a creamery. It was built

by W. H. Sinclair in 1895 and was operated throughout the summer. That year and the following, butter makers were brought in from Winnipeg. In 1896 Fred Creasy was the manager. The creamery does not seem to have been open in 1897, but it was in operation during the summer months from 1898 to 1901 inclusive.***

In 1898, the first year for which statistics are available, the 18 patrons supplied sufficient cream to manufacture 10,202 pounds of butter, worth \$1,930.49. The butter was designed for shipment to British Columbia and eastern Canada. Probably the reason the creamery closed its doors is to be found in the phenomenal increase in Saskatoon's population after 1901, and the resulting local market for dairy butter.

At the great Territorial exhibition held at Regina in 1895 the Temperance Colonists demonstrated that they could compete successfully with the best agricultural exhibits the Territories could produce. Thirty-five prizes, a goodly number of which were firsts, were brought back by Saskatoon exhibitors. The outstanding exhibitor was W. H. Sinclair.**** The Central Saskatchewan Agricultural Society was awarded a diploma and silver medal in the sweepstakes for livestock and grain. Some of the Saskatoon exhibits were taken to the Toronto Exhibition to advertise the agricultural potentialities of the West.

In 1896 probably the only event worth recording was the organization of the first fraternal society in the community. Dr. Willoughby, for some years a resident of Regina, visited Saskatoon and established a local of the Ancient Order of United Woodmen. The society was organized with nineteen members.

In October, 1897, an epidemic of typhoid fever swept the village. A sick child from Dundurn brought the disease, and several cases developed. Dr. Spence from Prince Albert came to fight the epidemic. The Mounted Police clamped down a quarantine and a local board of health was organized to help enforce it. There were two fatalities,

*Five years later a government weed inspector reported most crops clean, but he had found a few dirty fields west of town containing thistle, stink weed, wild oats, false flax, and bald mustard. The same year, 1899, there is some interesting correspondence printed in the report of the Dominion Department of Agriculture as an appendix entitled "The Alleged appearance of Russian thistle" at Saskatoon. The homestead inspector, a Mr. Cook, wrote to the department that he had found the dread Russian thistle at Saskatoon. T. Copland claimed that Cook was mistaken in the identity of the weed found, which was tumbling mustard, and that Cook was influenced by his prejudice against the colony. Copland said he had first seen tumbling mustard in the colony two years after its founding, and believed it indigenous.

**W. A. H. a'Court, 700 head of cattle; G. Gagen 125; George Wilson, 125; R. Wilson, 125; Capt. C. W. May, 100; J. Mawson, 100; Jas. Leslie, 100; Frank Clark, 100; T. Richardson, 60; Brown brothers, 100; Indians, 100; R. McCordick, 40; F. Ferguson, 100; E. J. Wooldridge, 100 head of sheep. According to G. W. A. Potter, to this list should be added 150 cattle owned by the Blackley brothers.

***The Dominion government in 1897 inaugurated a scheme to assist the opening of farmer-organized creameries in the Northwest Territories, and subsidized the production of butter.

****The previous year Sinclair received the lieutenant-governor's gold medal for being the person from the Territories to win the largest number of prizes at the Winnipeg Exhibition.

sisters from Battleford staying at the Leland House.*

From the departure of Dr. Willoughby ten years previous, Saskatoon had been without the services of a doctor.** Fortunately there was little serious illness due to the salubrity of the climate, the simplicity and healthiness of pioneer life, and the youthfulness of the population. The exception was among small children, for the references to deaths would suggest an infant mortality rate high compared to present-day standards. In that pre-motorcar age, more accidents were caused by horses bucking, kicking, or running away than by any other cause. One news report in 1896 contained four accidents with horses in which five persons were injured; this of course was exceptional. With no medical or hospital services, the victims of accidents had no alternative but to suffer with pioneer fortitude.

Bone-setting and even surgery were performed by a neighbor. In the news items of the day one may read of Captain May galloping across the prairie to set a child's broken arm, or of T. Copland acting as surgeon after a nasty gunshot accident. Mr. Reazin, Presbyterian student minister, during his sojourn in the community, amputated a gangrenous toe. The operation was performed in the Garrison House, with the host holding down the patient, who did not have the benefit of an anaesthetic.

The local correspondent writing to the Regina "Standard" in October, 1897, said: "Merchants report business more brisk and a number of new farm residences in course of erection show the renewed confidence of the farmers." Thus was reflected locally the improved economic conditions in the North West Territories which had begun the previous year.

For a few days in the spring of 1898 there was a great camp of Ukrainians in the village; they had been detained at Saskatoon by mistake. Bewildered and homesick, these immigrants would—wrote a student minister in his diary—"sing their national songs, and then cry." The following spring there was a large encampment of Doukhobors near the station until they trekked to their colony along the Elbow of the North Saskatchewan. In view of the disturbances members of this sect were later to cause in some western communities, it is interesting to note that they upset the quiet tenor of life in Saskatoon. Such was the unabashed conduct of these children of the Russian steppes, that the townsmen—their sense of propriety outraged—became menacing. Constable Clisby of the Mounted Police deemed it wise to move the Doukhobor camp off behind the stockyards.

The presence of these immigrants was significant; for it was part of a mighty movement of people from Europe, the United States, and eastern Canada to the Canadian prairies. It was part of the immigration policy of the Laurier government as developed by an energetic westerner, Clifford Sifton, Minister of the Interior. This flood of immigration into Saskatoon's hinterland during the next decade gave the little village its opportunity to grow into the distributing centre and commercial metropolis of a large area.

Although in the immediate vicinity of Saskatoon this flood was as yet a dribble, the volume of

business done in the village was increasing. More business meant more traffic over the river, and made acute the problem of the ferry service. The new hamlet growing up around the station was becoming the commercial centre of Saskatoon, but the post office, the school, and the church were in the old village south of the river. To cross from one part of the town to the other, citizens had either to walk the ties of the railway bridge or cross on the ferry, and as often as not the ferry was out of commission.

The difficulty of crossing the river led to a struggle within the membership of the Central Saskatchewan Agricultural Society over the location of the annual exhibition. On fair day ferrying prize livestock and other exhibits over the river was a task of several hours, and ferrying them back again took just as long. West side farmers scored a victory when they had the fair moved from Louise Grounds (just west of Broadway) to their side of the river in 1895. Although the battle flared up again in 1897, the fair remained west of the river. The decision was influenced no doubt by the fact that the railway roundhouse could be used as an exhibition hall.

In 1898 a broken ferry cable threatened the fair with disaster.

The Temperance Colony ferry had begun operation in 1884, and originally crossed the river from about the site of the present-day brewery to the water works. In the 'Nineties it was moved below the railway bridge, a more convenient but otherwise less desirable location. J. W. Stewart operated the ferry from 1886 until 1902 inclusive, with the exception of 1898. The Temperance Colonization Society operated it as a free ferry until 1891. Two years later the society sold it to Stewart, the ferryman. He, in turn, disposed of it in the spring of 1898.

The citizens of the Saskatoon district at that time petitioned the Territorial Department of Public Works to purchase it and operate it as a government ferry. The department replied that it did not have the money and that the estimates had been voted for the year. T. Copland pointed out to the department that in the estimates was an appropriation for the Saskatoon district, money to build a road through a slough; a sum which could be put to better use by purchasing the ferry. Crossing the river was a greater problem than crossing a slough. With bureaucratic inflexibility, the department insisted that the money be spent on the slough.

The purchaser of the ferry on August 10 wrote to the department that the ferry was not operating because the cable was broken and he did not intend to repair it. Would the department be interested in purchasing the ferry? The department shelved the matter with the reply that the ferry season would soon be over. In September James Leslie, president of the agricultural society, wrote the department that Saskatoon's annual fair would be

*The first fatality from typhoid was in 1885 when the Coplands' only child caught the fever from soldiers being nursed in their home. A few years later a young man working on a farm died of the fever.

**In 1900 a petition was sent to Dr. Field of Rosthern asking him to settle in the village of Saskatoon. It offered him a bonus, but he declined the invitation. Dr. Willoughby returned to the village about this time, but he was more interested in real estate than in medicine. Dr. P. D. Stewart opened a practice on June 12, 1902.



Pioneer hostelry, the Queen's Hotel, 1903.



First Avenue in 1903. The station stood on Twentieth Street.



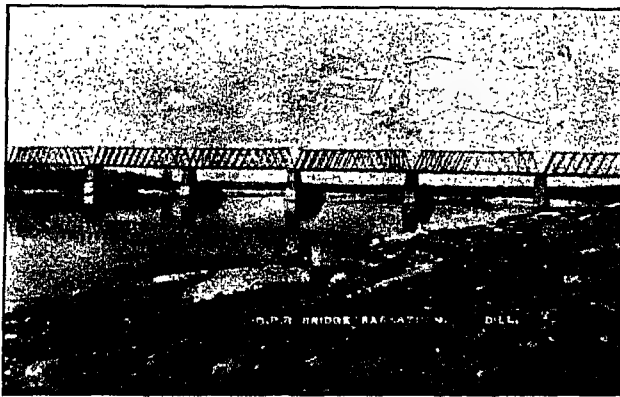
Jack Brawley driving "Rooster," 1904. The building, now 325 Second Avenue, south, is still in use.



The Badger House, Saskatoon-North Battleford Trail stopping place, 22 miles north west of Saskatoon, 1904.



Scene on the Saskatoon-Battleford Trail, 1904. Jack Brawley's stage, Saskatoon, and freighters.



1903 C.P.R. bridge (present C.N.R. bridge site)
later washed out



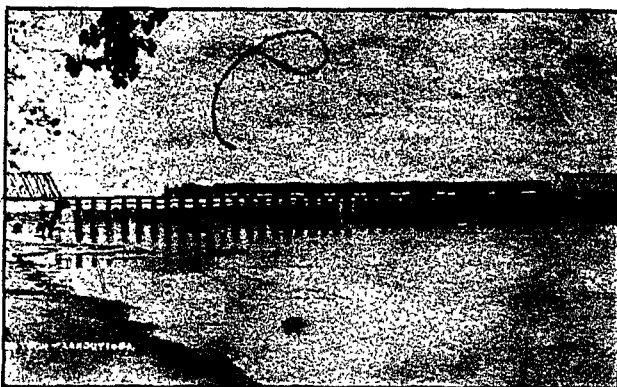
An Indian pony looks at Saskatoon, 1891.



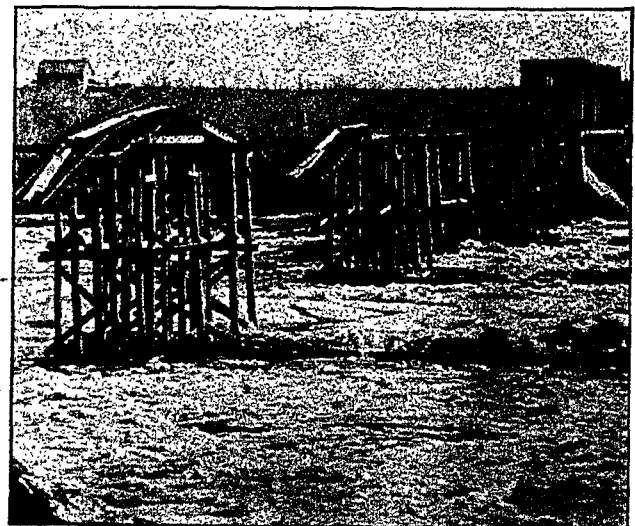
Travellers left "high and dry" when floods took out
Saskatoon's only railway bridge in June, 1904.



Steam sidewheeler used to ferry settlers and freight
across the river when railway bridge washed out, 1904.



Temporary bridge, built after washout, 1904.



Railway bridge washout, 1905.

ruined if the ferry were not operating by the second week of October. Furthermore, threshing would be delayed until mid-winter on the east side of the river, since the district's two machines were on the west side. The department promptly purchased the ferry and ordered a new cable, but delivery of the latter took several weeks. Meantime, the Temperance Colonists waited patiently, then, a few days before the fair, began splicing the old cable, and had the ferry in operation for the second day of the fair.

Although the ferry was now a government ferry, in succeeding years complaints became more numerous. The location of the ferry was largely to blame for the unsatisfactory service; the approaches were abrupt, the river bed was studded with boulders, and the current near the east shore treacherous. The ferry drew too much water to work properly, and in flood water required three men to handle it. Yet the ferry was not busy enough nor remunerative enough to employ the regular ferryman full time. As a sideline, he drayed in the village. Often the halloo of a teamster on the river bank went unanswered, for the ferryman was elsewhere. The complaints about the service culminated in an indignation meeting of citizens in October, 1902.

When the ferry was out, people crossed the railway bridge on foot carrying their purchases.* The most celebrated crossing of the bridge was that of Constable Clisby and his horse. Clisby, upholder of the finest tradition of the North West Mounted Police and lone representative of the law in the village of Saskatoon, received a wire one day in July of 1898 stating that a prisoner had jumped the train at Dundurn. Clisby had to get his horse across the river. The barracks were north of the river, the river was in flood, and the ferry was not running. Obviously the horse could not walk the ties of the bridge. Somehow Clisby got his well-trained steed to stand on a section man's hand-car, and this he rolled across the bridge. Once there, he mounted his horse and rode off—to recapture the criminal.**

In the summer of 1899 most of the old-time settlers were profoundly shaken by the opening of a bar in the village. A sympathetic liquor commissioner had granted the applicant a bar-room license with a surprising disregard for the tradition of the colony or the feeling of the majority of the settlers. That a license was granted indicates that new people were settling in the community, not all of them in sympathy with prohibition.

Although the Temperance Colonization Society had been unable in the early 'Eighties to control the even-numbered sections and thus enforce a temperance pledge from all settlers, alcohol had been kept out of the colony. In the North West Territories prohibition had been in force, and only by special permits could individuals obtain liquor. In 1884 the Lieutenant-Governor assured the society that he would refuse any applications for permits coming from the Temperance Colony. So rigidly did he adhere to his promise that Dr. Willoughby for a time could not obtain the liquor necessary as a base for drugs.

In the squabbling within the directorate of the Temperance Colonization Society, those who gained control were more concerned with the profit motive

than with temperance principles. Manager Powell, in a moment of exasperation, is said to have waved his hand toward the river and declared that it would not matter to him if the Saskatchewan were flowing with whiskey instead of water. Nevertheless, when the new townsite was laid out in 1890, Powell saw to it that purchasers of lots should covenant not to "manufacture, buy, store, sell, barter, exchange, keep, receive, or give away, or in any way deal in, or use, possess, or have intoxicating liquors or stimulants such as brandy, rum, gin, whiskey, beer, ale, or wines of any kind . . ."

The North West Territories adopted the local license system in 1892, but Saskatoon remained a temperance community. From Saskatoon station was freighted liquor—1800 gallons in a single consignment—to more libacious communities. A local of the Royal Templers of Temperance flourished in the village during the 'Nineties, and once a team of temperance evangelists gave a series of lectures.

The bar was opened in the summer of 1899, but the temperance forces in the village waited until the following spring to launch an abolish-the-bar crusade. The license was to come up for renewal in June. A temperance petition was circulated asking that the liquor commissioners investigate the sentiments of the community. A counter petition was circulated by the tavern keeper claiming that the majority of the villagers favored the sale of liquor. The latter petition undoubtedly had more signatures affixed, but his zeal in collecting names weakened his case since the petition included names of such casual visitors as travelling men from as far away as Toronto. A board of liquor commissioners descended on the village in late May, and after hearing evidence for three days decreed that the bar license would not be renewed as of July 1.

The anti-climax of the struggle came in July. In the short time between the announcement of this decision and the cancellation of the license, the hotel keeper could not dispose of all his liquor stock. Consequently, he found himself in a dilemma for it was unlawful for him either to have the stock on hand or to dispose of it. Three weeks later on a charge of illegally selling liquor he was brought before a justice of the peace. The complainant was an active temperance worker, a woman who lived near the hotel and claimed that with her own eyes she had seen men—including her husband—coming out of the hotel under the influence of strong drink. She had the men in question sworn in as witnesses. One by one they claimed that they had drunk nothing but temperance drinks in the hotel since the closing of the bar; but the star witness was the complainant's husband. The evidence was part of a bottle which the wife had confiscated. He swore that he had purchased the brandy some time in June, and that with it he intended to concoct a horse liniment.

The dissatisfaction with the ferry service and the introduction of liquor were signs that the static

*In 1902, a year the ferry ran intermittently, it was estimated that half the people who came to the village from the east side of the river, tied their horses at the end of the bridge and walked across.

**Clisby came upon the prisoner sitting in a rancher's home industriously filing at his leg irons. He was sitting in the rancher's presence using the rancher's tools. Clisby arrested the rancher on a charge of assisting the prisoner to escape, but justices of the peace, Copland and Leslie, dismissed the charge on the grounds of insufficient evidence.

society which had endured through the 'Nineties was changing. West of the river a hundred lots were sold near the station in the early summer of 1899. New business men were settling, among them James Clinkskill and Allan Bowerman, who were later to be closely identified with Saskatoon's expansion. The newcomers, with visions of future development, were not content to allow the west side to remain dependent on the old village across the Saskatchewan.

The aggressiveness of the west side is expressed in a Saskatoon news column appearing in the February 21, 1900, issue of "The West" of Regina. It spoke of the ferry as "an old tub dignified by the name of government ferry", and said it was "ridiculous" that the land office should be on the east side of the river. The train stopped for an hour at the station but travellers who might be interested in information about land had no opportunity of seeing the agent unless "he happens to come across the river for groceries." In the same tone the article discussed the problem of the school and post office.

Early in the year 1900 the business men west of the river petitioned the Dominion postal authorities to move the post office across the river. Instead the postal authorities opened another office, called West Saskatoon. It was opened in August with Bowerman as post master. It was in a frame shack on the corner where Bowerman later built the Canada Building. His salary for the first two months—after deducting fuel, lights, etc.—was ninety-four cents. For over a year the similarity in the names of the post offices, Saskatoon and West Saskatoon, caused local postal officials endless trouble. A change was necessary. As a result the name Saskatoon was appropriated by the younger and more aggressive village, while the office east of the river became Nutana. The change in names became effective January 1, 1902.

The name Nutana would appear to have been coined by spelling Saskatoon backwards, changing a vowel, and then abbreviating and adding a more euphonious ending. To make the name palatable to the inhabitants of the east bank, a legend was circulated at the time that Nutana was an Indian word meaning "first born."

About the same time as the villagers west of the river began agitating for a post office, they gave consideration to the problem of a school. Nearly half of the sixty-seven pupils attending the crowded stone schoolhouse in Nutana came each day from across the river. Parents decided that it was dangerous for children to walk the ties of the railway bridge, and at a meeting in April, ratepayers approved the building of a school west of the river. In January, 1901, the Pioneer school, which stood near the bottom of Third Avenue, opened its doors.

Saskatoon was on the eve of an era of expansion during which it could boast that it was "the fastest growing city in the British Empire." It was to be a period when fortunes were made and lost in real estate, when the frame shacks of the business section were to give way to substantial blocks, and the city was to establish itself as the commercial and distributing centre of north central Saskatchewan. Before passing on to this

era of Saskatoon's history let us pause for a last look at the two sleepy, scattered little hamlets as they appeared to Allan Bowerman at the turn of the century.

"The depot was exactly at the end of Twentieth Street. The two hotels stood just where they do now, the Windsor at the one corner, and the Queen's on the other. From that corner, First Avenue and Twentieth Street did not extend very far. To the north, one store next the hotel, and that was all. To the south, next the Queen's was the Clinkskill store, the police barracks and one house and nothing more. To the east on Twentieth Street was a lumber yard. Southeast on the river bank stood Kusch's little stone house and the one storey residence of Stewart the ferryman. This spot later proved to be the foot of Third Avenue where the bridge is now.

West of the railway track was the station house, later moved over to the east side. Northward was A. E. St. Laurent's cow stable, and the round house. The stable was afterwards removed to give place for the tents of the Barr Colony. The round house had two stalls, one occupied by an antiquated locomotive, the other by the first Sunday school of Saskatoon and by the first Presbyterian congregation (west of the river). North of the depot, still on the west side, was a corral for shipping cattle for the Gordon-Ironsides Company, also a flat warehouse holding about 2,000 bushels of wheat—had there been any wheat. Nearby was a pile of buffalo bones, said to be the remainder of an enormous lot bought from the Indians and Metis.

There was much scrub, willow, thorn, rose bushes, and small bluffs of poplar, and through this the streets had to be brushed out—all except First Avenue where was a beaten trail parallel with the railway. Near the corner of Second Avenue and Twentieth Street was a derrick where on rare occasions hung a carcass of beef, while just east was the town nuisance ground. Shortly the nuisance ground was in and around the bluff near the corner of Fourth Avenue and Twenty-third Street.

When spring opened there was a big pond or lake extending from the railway to Fourth Avenue and from near Twenty-third Street north to about Twenty-fifth Street. This lake was covered by thousands of geese and ducks.

It must not be forgotten that Saskatoon at that time was south of the river, Saskatoon with the post office, the Methodist church, and Dulmage's general store, and Mrs. Fletcher's store and the drug store of Mr. Copland, and Louis Gougeon's residence and three or four other small houses, each one of which was photographed and immortalized as the only and original sleeping-place of Louis David Riel, hero of two wars, the night he stayed on shore on his way down to Regina. Down in the flat at the end of the bridge was Mr. Leslie's house and Mr. Harrington's, the Crimean veteran, and a few more. Also a big corral of cattle belonging to Mr. Sinclair wintering there under the poplars."

CHAPTER THREE

Crescendo . . . 1900-1913

Like an open fan, stretching from south-south-east to west, with Saskatoon at the handle, were the open plains. Could Saskatoon become an important commercial centre if an arc comprising more than a third of her natural trading area were waste land?

The Qu'Appelle, Long Lake and Saskatchewan Railway ran along the side of the arc, within the plains country. In eleven years only three homestead entries were made along a 120 mile stretch between Lumsden and Dundurn; settlers branded it as a desert and passed over it for the park country to the north of Saskatoon. The adverse opinion of the open plains was changed by a German-American landseeker who rejected the park country with its bluffs and sloughs because he wanted to "run a long furrow, if possible, a furrow a mile long."

One day in July, 1901, a party of five descended from the mixed train upon its arrival in Saskatoon. Among them were E. J. Meilicke, former state senator of Minnesota, and his son. The Meilickes' companions decided that the Saskatoon area was too far from civilization, and departed—"When there is but one wire on the telegraph poles you can just bet you are a long way from home." As stated above, the Meilickes rejected the park land and located at Dundurn on the edge of the open plains. Here they purchased from the Temperance Colonization Society land for themselves and their friends and neighbors back in Minnesota.*

The Meilicke colonists settled at Dundurn in the spring of 1902, and quickly put hundreds of acres into cultivation. In June a special train of capitalists from the American Mid-West travelled over the railway.** At Dundurn the sight of thick young grain in "fields a mile long sloping gently upward, a sea of green, ruffled by the wind," convinced the capitalists that an area hitherto branded as a desert was arable. This led to the consummation of the biggest land deal and the most spectacular colonization project in the history of western Canada.

The Saskatchewan Valley Land Company was organized by Col. A. D. Davidson and his associates. The new company purchased 839,000 acres of land from the Qu'Appelle, Long Lake and Saskatchewan Railway Company, and another 250,000 acres from the Dominion government. Then by adopting spectacular methods of advertising and colonization—which need not be detailed here—the company in the period 1902-05 peopled with Americans the empty spaces between Regina and Saskatoon.

The coming of the Meilickes to Saskatoon in 1901 marked the beginning of the land business in the village. At the beginning of September the correspondent to the Regina "Leader" wrote:

"The land boom has been the sensation of the past month. Many strangers from many different places; much driving in every direction; busy times at the land office; land agents winning large commissions on sales—these are some of the features of the past few weeks."

The reader must not be left with the impression that there were mobs of landseekers; in speaking of "many strangers" the correspondent was, of course, using village standards. During the year 1902 about 819 homestead entries, mostly by Americans, were made at the Saskatoon land office.

In the settlement of the area south of Saskatoon along the railway, Saskatoon at this time received only a fraction of the business. However, it had been demonstrated that the lighter lands of the open plains could be farmed, and settlement soon began in an area which was Saskatoon's private preserve—the area southwest of the village, that vast territory stretching from the South Saskatchewan River to the border of Alberta.

On November 16, 1901, Saskatoon was created a village by a Territorial order-in-council. This was the third effort to incorporate a village. In 1898 and again in 1899, the Territorial government, which at that time was pursuing a policy of forcing local government upon communities, attempted to organize a village. In the latter year there were thirteen houses east of the river, and eleven on the west side. The river was too great a barrier to create one village, and neither side had enough houses, as the ordinance required at least fifteen.

The third time the initiative came from local people, those inhabiting the west bank of the river. In consequence the triangle formed by the river, the railway and 23rd Street was created a village. There were twenty-six inhabited houses in the area. In the election for village overseer nine votes were cast, and D. W. Garrison was elected by an overwhelming majority.

A year later, in December, 1902, James R. Wilson was elected overseer. The first annual returns for the village show that the assessment (probably taken early in 1902) was \$18,460. while tax collections totalled \$334.67. The physical assets of the village were a combined minute book and ledger, a scraper, a plough, a spade, a tape measure, and a square.

*The story of the Meilickes is told in E. J. Meilicke's "Leaves from the Life of a Pioneer."

**Future Saskatoonians who came first on the special train of capitalists, were associated with the Saskatchewan Valley Land Company, or came as a result of the company's publicity were the following: A. H. Hanson, the company's sales manager until 1903. W. A. Coulthard, Fred Engen, Ben Hoischen, and James Butler. The first three were prominent in realty circles, Hoischen erected a brewery, while Butler, an elderly ex-millionaire, built the Butler Hotel.

In the fall of 1902 Saskatoon was a village of scattered shacks, the newness of the latter apparent from the lumber. The local correspondent to the Regina "Leader" deplored the "universal array of shacks." The most impressive building in town was the 100-barrel flour mill under construction for Leslie and Wilson. So brisk was the building trade all summer that the lumber yards had difficulty supplying the demand for materials. By July Saskatoon had a "second doctor, talk of a lawyer, and hope of a newspaper." Banking was conducted by Dr. Baxter, a private banker, until ill-health forced him to close his business. In August the Bank of Hamilton opened a branch in the rear of Siller's furniture store.

The first issue of the "Phenix"—later the "Phoenix"—appeared on October 17, 1902. A press had been brought to the village by Dr. Baxter, the private banker. With an eye to publicity, W. H. Sinclair, who had recently been elected to the Territorial Legislature to represent the newly created constituency of Saskatoon, persuaded Leonard Norman to come to Saskatoon and start a paper. By a strange irony, the first issue of Norman's paper carried Sinclair's obituary; a duck hunting accident had ended a promising career. Norman purchased Baxter's press, and with additional equipment, launched the "Phoenix". Now Saskatoon had a voice.

The pages of the first issue of the "Phoenix" were enlivened by a controversy arising out of Saskatoon's perennial problem, the ferry. During the summer the ferry had run intermittently because of the high water, but public indignation overflowed when, on October 21st, the ferryman tied up for the season. He did so because of a sandbar some fifty feet from the north shore which obstructed the ferry's passage.

To appreciate the exasperation of the public with the ferry service, consider the only other means of getting freight across the river. If a farmer wanted a newly-purchased plough, a team of horses, or a load of hay across the river, he had to load a freight car, hire the railway to move it over the river, and unload. The railway charged from \$7 to \$35 to move a freight car to Nutana. There were cases of farmers purchasing farm equipment in Saskatoon and paying more than the cost price to have it freighted over the river.

At an indignation meeting the villagers appointed a citizens' committee to take over the operation of the ferry for the remainder of the navigation season. First, the citizens' committee hired three Doukhobors to dig a channel through the bar, but silt filled in almost as fast as the channel was dug; next the Doukhobors refused to work in the icy water after a day or two. The committee now built a bridge from the bar to the shore, but a few days later a furious snow-storm ended the ferry season. The ferry was allowed to freeze into the river, and only with difficulty was it chopped out and the ice-encrusted craft hauled ashore. Thus, the river and the weather turned the efforts of the energetic citizens' committee into a farce.

The following season a new and inexperienced ferryman was appointed in an attempt to improve

the ferry service, but on the second trip he sank the craft amid-stream. The ferry ultimately reverted to the first ferryman, and the public bore the service with resignation until the opening of the traffic bridge in 1907.

On January 21, 1903, a board of trade was organized with J. Leslie, president, and J. F. Cairns, secretary. Daily train service was inaugurated on March 15. Within a few weeks twenty-four new businesses were opened, and there was talk of incorporating as a town. West of the tracks a squatters' village was springing into being. Saskatoon was growing, but the great impetus to its development was the arrival of the Barr colonists.

Thomas Copland wrote during January from Scotland warning the villagers that the presence of hundreds of Barr colonists would tax the resources of Saskatoon. The preparations of the merchants were hampered by incomplete information and by Barr's statements that he had made adequate preparation for the colonists' welfare and was organizing a syndicate store. Nevertheless some preparation was made in Saskatoon. The "Phoenix" reported that Cairns had doubled the capacity of his little bake shop, and Isbister's hardware store had ordered hundreds of stoves.

On Friday, April 17, the first of three special trains pulled into the station, with the first contingent of Barr colonists. By Saturday noon, fifteen hundred people were living in a tent city stretching along the west side of the railway tracks to the river bank.

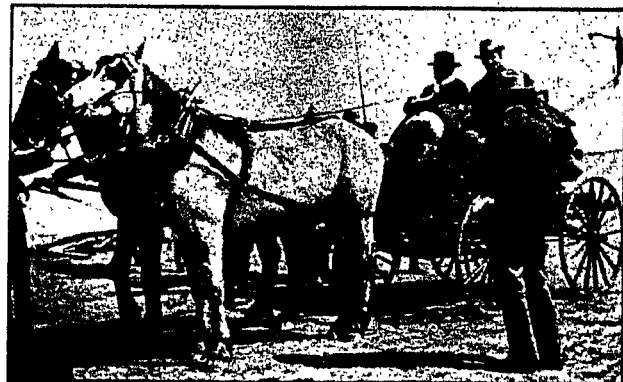
That Barr had arranged nothing was soon apparent. There was a shortage of waterproof sheets and bedding. No checking system had been used for the mountain of baggage, so that personal belongings needed by the campers could not be found. The women and children suffered in the wintry weather. Discontent grew within the camp, but the efforts of James Clinkskill and other leading citizens to be helpful were resented by Barr. For about two weeks the colonists remained in Saskatoon, buying and breaking horses and oxen, and purchasing wagons and farm equipment. The story of the trek of the colonists and the rascality of Barr is history, and need not be recounted here.

What influence did the Barr colonists have on the volume of trade conducted in Saskatoon? During their sojourn in the village, bank drafts for between \$250,000 and \$300,000 are said to have been presented to the Bank of Hamilton. A substantial portion of this money was probably spent in Saskatoon for farming equipment. The "Phoenix", in its Christmas supplement for 1903, stated that five hundred new wagons, eight hundred ploughs, one hundred and fifty mowers, fifty binders, and other farm implements in proportion, and a thousand head of horses had been sold in Saskatoon during the year. Since settlers from eastern Canada and United States brought with them most of the needed farming equipment in carloads of settlers' effects, it can be assumed that the bulk of the Saskatoon sales were to the Barr colonists.

The arrival of the Barr colonists gave local business men visions of a trading district larger



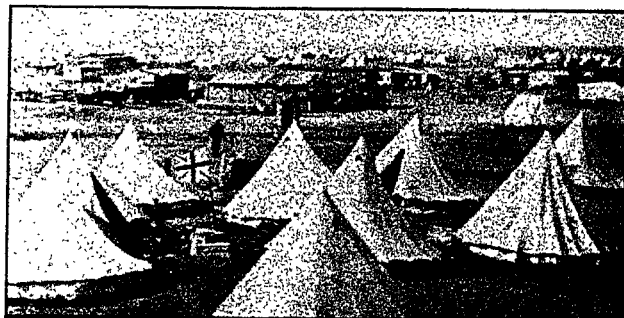
The arrival of the Barr Colony in Saskatoon in 1903 gave great impetus to the village. The man seated is Rev. Isaac Barr. The tall man, second from left, is Rev. G. E. Lloyd (later Bishop Lloyd) after whom Lloydminster is named.



Off to the Promised Land. The start of the trek from Saskatoon to Lloydminster. Rev. Mr. Barr is driving.



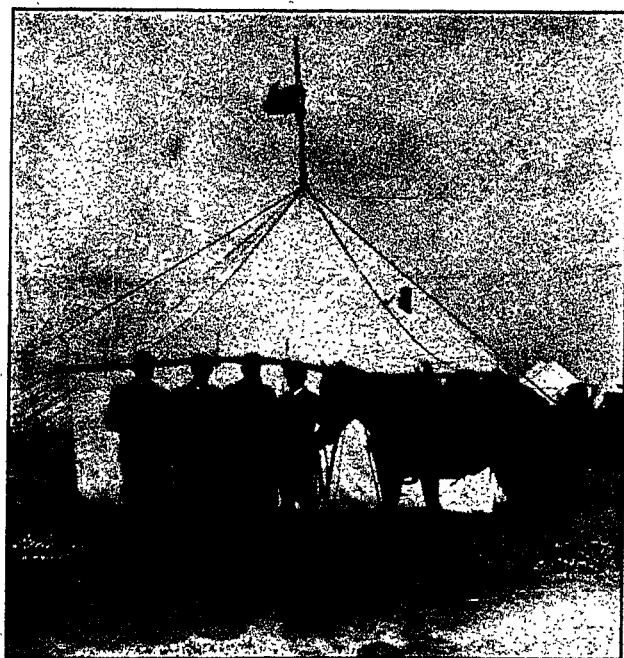
Barr Colonists and covered wagons at Saskatoon.



Barr Colony tents.



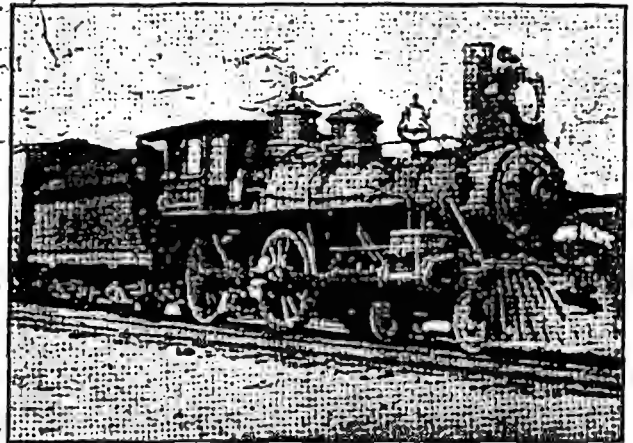
The big encampment of the Barr Colonists.



The tent of the leaders of the Barr Colonists. Rev. Mr. Lloyd is second from the right.



Some of the covered wagons used by the Barr Colonists in their great trek from Saskatoon to what is now Lloydminster.



The engine that drew the first trainload of Barr Colonists, coming into Saskatoon.



Saskatoon received a big impetus when thousands of Barr Colonists came in 1903. The little community had difficulty in coping with the Colonists' eagerness to buy foods, goods, horses, oxen. A number of Colonists stayed here.



Snow at Saskatoon was just a small discomfort compared to hardships the Colonists met on their trek.

than that of a village. Although the colonists were settling 160 miles to the west, Saskatoon regarded them as her customers. While the colonists were encamped at Saskatoon, the "Phoenix" was much incensed at a mail order house distributing catalogues.* The following year the "Phoenix" made much ado when it was rumoured that the Barr colonists intended to open a route to Edmonton. Several articles appeared dealing with "the perils and almost impassable stretches of country" between Lloydminster and Edmonton.

A few weeks before the arrival of the Barr colonists, W. P. Bate and J. R. Wilson compiled a new assessment roll for the village. Two pages of foolscap sufficed to list all the property holders. The assessment for the west side of Second Avenue between Twentieth and Twenty-first streets totalled \$1,800 for two shops and several lots. The assessment for the other side of the avenue was even less. Flanagan's Western hotel on Twenty-first Street near Second Avenue was practically the outer corner of the village. The villagers are said to have scoffed at Flanagan for building so far out. Within a short time the hotel man's faith in Saskatoon, and in Second Avenue in particular, was vindicated; when he died, six years later, his estate was valued at a quarter of a million dollars.

Shortly after the taking of the assessment, Overseer J. R. Wilson began a movement to have Saskatoon incorporated as a town. The borrowing power of the village was limited to five per cent of its assessment, or about \$6,000, but under a town charter, Saskatoon would be able to borrow up to ten per cent. Wilson could foresee, in a period of rapid development, demands for sidewalks, drains, and other improvements greater than the village could finance. In fact, that same spring, business men on Second Avenue passed the hat to collect money to have their street graded.

At a citizens' meeting on March 31, 1903, Overseer Wilson was instructed to take a census with a view to seeking town status. According to the overseer's own statement, in order to get the necessary population he enumerated not only the citizens but the guests in the hotels crowded with the spring immigration rush. Wilson argued that the latter would probably settle in Saskatoon anyway. On April 3 Wilson counted 544 persons.

On July 1 Saskatoon became a town. The incorporated area was bounded by the river, Avenue A, and Queen Street. After the nomination meeting for councillors was held, it was discovered that only three of the nominees could qualify under the ordinance since their names had not appeared on the 1902 assessment roll. New nominations were held, and the following elected by acclamation: J. R. Wilson, mayor; T. Copland, J. A. Smith, W. R. C. Willis, R. McIntosh, R. W. Dulmage, and A. Bowerman, councillors.

For the year ending August 1, the "Phoenix" listed thirty-one new shops and other businesses, erected at an aggregate cost of \$98,000. Two structures, Flanagan's Western hotel, and Leslie and Wilson's mill, accounted for a third of this sum.

In September the council had a new assessment roll prepared; it was now \$320,000, or more than double that of six months earlier. The council borrowed \$10,000, and during the fall months graded the streets and laid a certain amount of plank sidewalk. Fifty acres of land were purchased at the north end of the town for a park; it cost the council \$1,500, and is today City Park.

About this time Saskatoon's telephone system had its beginning. Dr. Willoughby had a private wire strung from his house to his office. Other people wanted to be connected with it, so the doctor and Mr. Richardson organized the Saskatchewan Telephone Company and obtained a franchise from the council. The telephone central was located in Blain's drug store on First Avenue. The system, with about fifty subscribers, began operation in April, 1904.

In the fall of 1903 the school board was confronted with a problem which was to tax its ingenuity and resources for a decade; the problem of a building program which could keep pace with the school enrolment. The Pioneer school, opened two and a half years earlier, had long since overflowed into a frame building; now additional classroom space was obtained in Dulmage's Hall. In later years the frame building was to be moved from one school to another in the city, wherever the congestion was greatest. The school board boldly decided to build a \$14,000, four-room school on a block of property on Twenty-third Street for which the board had earlier been criticized for paying the then exorbitant price of \$700. The ratepayers on the Nutana side of the river, frightened by this building program, withdrew from the Saskatoon School District No. 13, and organized a separate Nutana district.

Nutana was incorporated as a village on October 3, with W. P. Bate as first overseer.

West of the railway tracks on the government school land a squatters' village sprang into being in the spring of 1903. The "Phoenix" said it had been dubbed Richville in honor of its oldest inhabitant; the reference was probably to J. G. Richardson. Part of the school land, the north-east quarter of section 29 (bounded by the river, Avenue A, Twenty-second Street, and Avenue H) was sold for \$107 per acre to Willoughby, Butler, and Richardson; the purchasers promptly subdivided it.

The incorporation of this area as the village of Riverdale was due to a curious oversight on the part of the Territorial legislators in drafting the town statute. In April, 1904, the Saskatoon council petitioned the Territorial government to extend the town boundaries in order that the health and fire prevention by-laws could be enforced west of the tracks. The deputy attorney-general replied that it would seem that in the town statute no provision had been made for the extension of boundaries once a town was incorporated. In August, Dr. Willoughby and thirty-seven residents

*The mail order house also erected a bill board—Saskatoon's first. Later the town council talked of pulling it down, claiming that it frightened horses.

of the district west of the tracks petitioned the government to incorporate a separate village. The village of Riverdale came into being on January 14, 1905, and a short time later Matthew Jordan was elected overseer.

Saskatoon was growing, but was it destined to become the distributing and commercial centre of northern Saskatchewan? At the end of 1903, Rosthern still had a larger population; by the middle of 1904 the survey for the Grand Trunk Pacific railway was no nearer than Hanley; in 1905 and 1906 more trains passed through Warman than Saskatoon each day. Instead of one large city, there might have been two or three fair-sized trading centres in the area, such as Yorkton and Melville in eastern Saskatchewan. The years 1901-1905 were crucial ones in the history of Saskatoon.

Saskatonians were divided in opinion on the question of the town's future. When the town fathers debated the laying of the first board walks on First and Second Avenues, the discussion hinged on the width, 6-foot or 8-foot planks. A saving of \$600 was involved. Councillor Copland favored the narrower walk saying that if the councillors lived to be centenarians all the traffic they would see on the streets of Saskatoon could be accommodated by the 6-foot sidewalks. Councillor Bowerman asked if he wanted those words put on record.

Allan Bowerman was the prophet of Saskatoon's future greatness. He had come to Saskatoon to make a fortune. He argued that the great commercial city of the area would arise either at Saskatoon or at present-day Ceepee. It was Bowerman who was the town's first publicist; it was he who first proposed a board of trade; and when other citizens were quite pleased with the town's growth it was Bowerman who grumbled about the slowness of its growth, and the need for more advertising.

From their public utterances or actions, it would appear that many of the early businessmen settled in Saskatoon, not because they had clear visions of her future greatness, but simply because Saskatoon was a growing town. For instance, in the fall of 1902, J. F. Cairns, an astute business man, planned to pass up Saskatoon for Borden as a place to open a bakery.

By 1904 many of the leading men of the town had caught a vision, and in the next three years Dr. Willoughby, Copland, Leslie, Isbister, Cairns, Clinkskill, Wilson, and others were furthering the town's interest at every opportunity. Much of the effort was channelled through the board of trade. There was aggressive unity of purpose which soon gave Saskatoon a reputation as a coming town. It became known as the "Saskatoon spirit."

In 1903 Saskatoon was served by a single railway, and had promise of only one other, the Kirkella-Wetaskiwin branch of the Canadian Pacific Railway. The main lines of two trans-continental railways were passing Saskatoon by.

The original Grand Trunk Pacific survey went through Hanley. In September, 1903, the "Phoenix" warned that every effort must be bent to get the railway deflected to Saskatoon. At a public

meeting the decision was made that the board of trade should send J. Leslie and M. Isbister to Ottawa to put Saskatoon's case before the minister of railways and the officials of the company. During 1904 three delegations went to Ottawa to discuss not only the Grand Trunk Pacific survey, but also the possibility of a spur of the Canadian Northern running from Warman, and the building of a combined railway and traffic bridge. The delegates received indefinite answers, but at least they had made railway men conscious of the existence of Saskatoon.

A "Phoenix" cartoon of the day showed T. Copland and Dr. Willoughby clothed as bandits holding up a train as it approached a Y sign board pointing to Hanley and Saskatoon. Little Doc: "Look mad, Tommy—I'll back you up and we'll get the whole cheese, bridge, G.T.P. and all." What were Saskatoon's chances? In January, 1905, Cairns speaking to the board of trade, said that many members were settled in the opinion that the endeavour to secure the G.T.P. would be nothing but a waste of time and energy, but he thought further efforts should be made. A last delegation, when it returned from Ottawa in March, had more hopeful news, but not until August was it officially announced that the railway would run through Saskatoon.

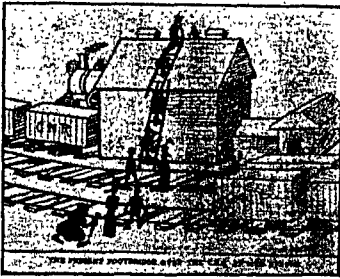
What influence had the five delegations to Ottawa in the decision to switch the survey? Undoubtedly some, but probably the decisive factor was the impression Saskatoon made on Grand Trunk Pacific officials when they visited it in August, 1904. The visitors were impressed with the mushroom growth of the town, and probably decided that their railway must enter Saskatoon. The Grand Trunk Pacific survey was deflected to Saskatoon; the result was one of the worst examples of railway duplication in Canada for the line west of Saskatoon runs within gunshot of the Canadian Pacific line for a distance of seventy miles. Saskatoon's future as a distributing centre was now assured.

Toward the end of 1905 Saskatoon learned that the Canadian Northern would build a spur into the town from Warman, and probably build a line through the Goose Lake country to the southwest.

The town's railway future justified board of trade literature which, in the summer of 1906, called Saskatoon "the hub of the hard-wheat belt."

Back in the spring of 1904, on the morning of April 15, the cry went up: "The bridge is going down!" The townsmen rushed to the river bank and watched the annual break-up of the ice tear away their one link with the south bank, the railway bridge. The ice splintered the sheathing of the wooden piers, then snapped the exposed piling like match sticks; iron spans swayed and crashed amid the ice floes of the flood. Four spans fell.*

*The first spring after the building of the bridge, in April, 1891, the piers were seriously weakened by the action of the ice, and required extensive repairs. In 1898 and again in 1902 the north span was taken out by the ice. A temporary span was built each time. Three pedestrians were caught on the bridge during one of the collapses and it was said that they broke every speed record in their dash for the south bank.



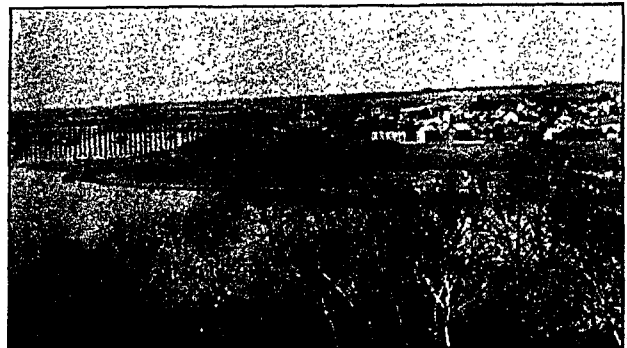
The caption of this cartoon, which appeared in the Saskatoon "Phoenix," March 17, 1909, says: "The present footbridge over the C.N.R. tracks at Twentieth Street" The cartoon was signed "D. Harnett."



Saskatoon was bustling in 1906.



Nutana on the skyline, 1903.



Saskatoon from the Nutana side, 1904.



The west side of Second Avenue, looking north from near Twentieth Street. Malcolm Isbister's store at the left, 1906.



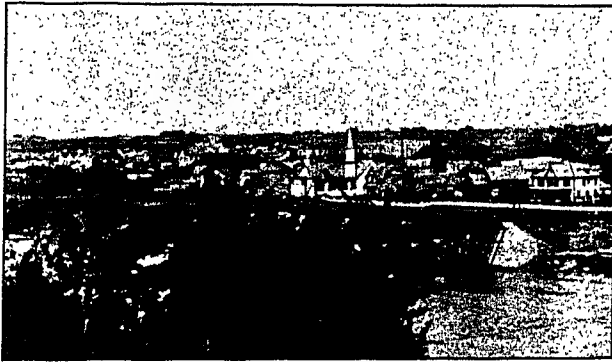
The northeast corner of Second Avenue and Twentieth Street, 1906.



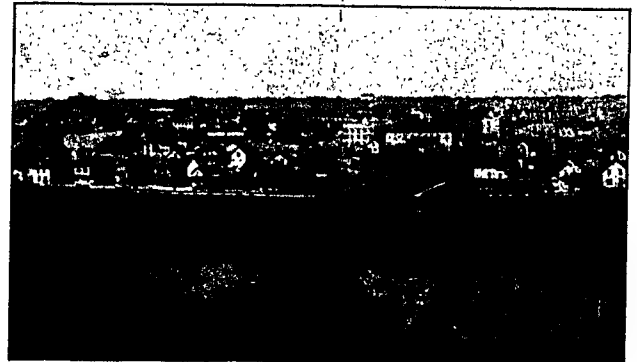
*Looking west on Twentieth Street, from
Third Avenue, 1908.*



Part of the Long Hill, Nutana, 1909.



*Building the Traffic Bridge, 1907.—The Clinkskill home,
now the Armouries, can be seen.*



Saskatoon in 1910, from Nutana.



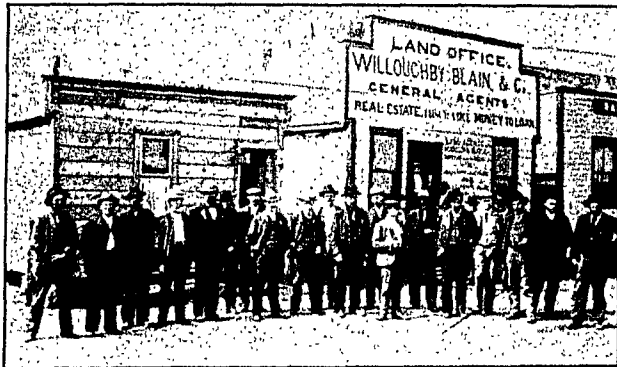
*East side of First Avenue, between Twentieth and
Twenty-first Streets, 1904.*



Saskatoon in 1909, from the Nutana side.



Saskatoon in April, 1903, looking northwest from Nutana.



A group of citizens gathered in front of the Willoughby, Blain and Co. land office, 1903.



In front of the Board of Trade, First Avenue, just south of the C.N.R. Station, 1909.



Banquet, attended by city notables; 1912.



Saskatoon's first band, 1906.



Saskatoon beer was taken to the bars in the winter in this caboose on sleighs. It was heated by a stove.

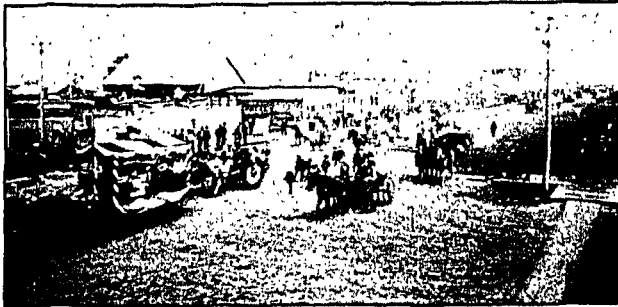


Where the Canada Building now stands, First Avenue and Twenty-first Street.

Upper left photo: F. A. Blain and A. J. E. Sumner are in the doorway and in the main group are Matt Jordan, Ed. Blain, Hartley Chubb, Rory Finlayson, A. Pickle, Wm. Vondale, G. Alexander, Ben Chubb, Dr. McKay, a Mr. Semple and a Mr. Johnson.

Centre left photo: Seated, left to right: Louis Gougeon, G. D. Matthews, Alex St. Laurent, W. P. Bate, Russell Wilson, Wesley Clark, Gerald Willoughby, George Clements, Bob Caswell, Archie Brown, George Stephenson, James R. Wilson, Walter C. Murray. Standing, left to right: James Hood, George Garrison, Dr. Willoughby, Dave Lasher, Ebberton Garrison, Anson Dulmage.

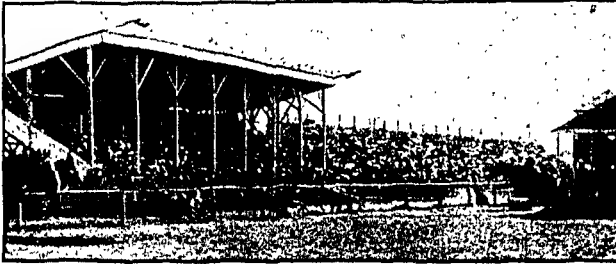
Centre right photo: Top row, left to right: Fred Stewart, George Doane, Bill Magee, William Strothers. Centre row, left to right: Edgar Stewart, Cy Mitchner. Bottom row: Fred Clarke, John Stewart (father of Fred and Edgar), Mr. Randall, Jimmy Isbister.



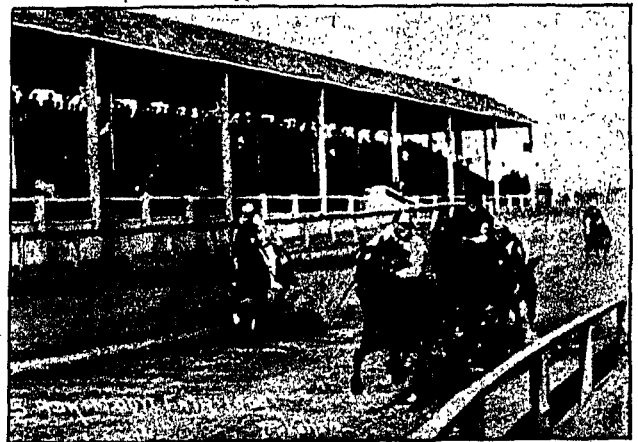
A parade (the reason for it not known), in 1905.



Welcoming Earl Grey, governor-general, 1906. The banner says, "We grow every day."



Trotting horse racing, Saskatoon Fair in City Park, 1908.



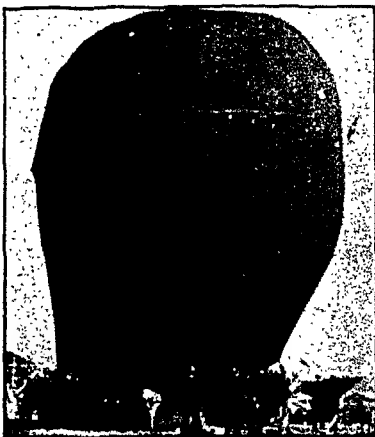
Horse racing at new Exhibition Grounds, 1909.



Midway, Saskatoon Fair, 1909.



Saskatoon showing off its automobiles, 1910.



Balloon at Saskatoon Fair, 1908.



July 1, 1913.—In the group are J. J. Guittard, J. J. Foley, Robert Lunn, Art Mason, J. R. MacMillan, F. F. Nichol, J. Richiger, M. Laver and M. Nealon.

Fifty days were to pass before a train entered the town over a temporary bridge. Meantime, a steam launch carried supplies back and forth.

Worse than the destruction of the Saskatoon bridge was the flooding of the Qu'Appelle valley at Lumsden, thus isolating the north country from railway service. J. F. Cairns, president of the board of trade that year, estimated that between the Lumsden flood and the bridge disaster Saskatoon lost 4,000 homeseekers who, would have detrained at Saskatoon.

The board of trade sought to have the railway, the Dominion government and the Territorial government co-operate to build a combined railway and traffic bridge to replace the former structure. This was not the first effort to obtain a combined railway and traffic bridge; in the spring of 1890, before the railway bridge was built, Saskatoon memorialized the Dominion government. In 1904 nothing came of the board of trade's efforts because of the uncertainty of the future of the Qu'Appelle, Long Lake and Saskatchewan Railway, and because changes in the Territorial government were pending.

In spite of the calamity, Saskatoon's trade for the year 1904 was estimated at a million dollars, a five-fold increase over that of the year before. Part of the prosperity was owing to the building of the Canadian Northern's railway bridges at Clark's Crossing on the South Saskatchewan and at the Elbow of the North Saskatchewan. During the next four years railway construction in the vicinity of Saskatoon was to add to the bustle of the rapidly growing town.

Visitors voiced surprise at the rapid growth of Saskatoon. There is the story of the Barr colonist who, returning to town after fifteen months, could not believe his eyes when he saw the town spread over the area where 1,500 colonists had camped the year before. Later in the same season Lord Minto, the governor-general, passed through Saskatoon while on an unofficial tour of the West. As he expected to find the same little village he had seen in 1901, he did not bother to inform the civic authorities of his impending visit, as was the custom when the vice-regal party visited places of importance. When he saw Saskatoon's size, he called Mayor Wilson from his flour-mill to apologize for not notifying civic officials.

Who were the businessmen settling in Saskatoon at this period? Fortunately biographical sketches of eighty-five men prominent in business in 1912 are to be found in Black's "History of Saskatchewan." A few of these were from the United States, and a few were from the British Isles, but the majority were born in eastern Canada. Most of the eastern Canadians had spent a few months or years in Manitoba, then had come to Saskatoon and opened a business between the years 1902 and 1907. The average age when settling in Saskatoon was thirty years. They set up shop in shacks with but a minimum of capital. It was a time of youth. It was a time of optimism. It was a time of opportunity.

Land seekers were flocking into the surrounding country in ever-increasing numbers. Until railways radiated from Saskatoon, settlers detrained

ed here. Each spring witnessed a land rush. Hotels were crowded; the immigration hall overflowed; newcomers lived under canvas. Each morning when the land office door swung open a queue of men stood waiting impatiently to enter claims on the bit of raw prairie of their fancy. In 1906 the number of homestead entries made at the local office reached 2,317. There was bustle and excitement around the freight yards as carloads of settlers' effects were unloaded — 500 cars from April to June, 1905. Then settlers took the long trail to a homestead, fifty miles, seventy miles, a hundred miles from town; in June, 1906, a homesteader living a day's journey southwest of town reported forty teams daily passing westward on the Bone Trail.

In Saskatoon business thrived. Not only the merchant who supplied the homesteader with his six months' supply of "grubstake" prospered, but the horse trader and the land locator. No history of the settlement of the Goose Lake country would be complete without reference to Angus McMillan. After four years as a land locator, McMillan could point to the shacks of a thousand homesteaders whose land he had helped select.

The pioneer real estate firms of the city engaged first in the sale of undeveloped farm lands. J. C. Drinkle and F. E. Kerr pooled their capital of \$500 to open an office early in 1903. That first summer buyers did not wear a path to their door. By autumn their business venture was on the verge of collapse. A party of Iowans left for home without purchasing. In a desperate gamble, Drinkle followed them back to Iowa and by persistent salesmanship succeeded in selling enough land to earn a commission of \$2,000. Meanwhile, Kerr had earned a commission of \$3,000. With this the partners branched out, buying first 10,000 acres and later another 40,000. All of this they had sold by the fall of 1905.*

About this later date, W. C. Sutherland and Fred Engen purchased 100,000 acres from the Saskatchewan Valley Land Company. Within three months they had sold three-quarters of their purchase. On a single day in March, 1906, W. A. Coulthard and C. I. Alexander sold twenty-six sections of land. These were some of the more spectacular sales.

Meantime, the Saskatoon town council was tackling the problems created by the rapid growth of the town. In 1905 M. Isbister was mayor, and in 1906 it was J. Clinkskill. Great responsibility rested on such committees of the council as the fire, water, and lights committee, or the health committee; they had to alter plans to meet the constantly changing conditions; their policies might set the pattern of the town's development. Citizens were impatient with delays in civic improvements and were not hesitant in voicing criticism. Thus, at the end of 1903 a petition asking the council to resign in a body received some support. No sinecure was a seat on the council in a lusty young town suffering from growing-pains.

*F. E. Kerr owned one of the first automobiles in the city. In April, 1905, the partners came out with a large advertisement in the "Phoenix" starring their new car. "No matter how far from town, it is only a matter of a few hours ON our automobile."

Obtaining suitable land for a cemetery and for a nuisance ground were problems which plagued the council for a few years. Land values in the vicinity of the town were advancing rapidly, and the prices demanded by farmers for a few acres were usually one jump ahead of what the council felt it could afford. Land for a cemetery was purchased in 1906. The town nuisance ground was along the river southwest of town, a menace to the water supply. In 1907 the council obtained a new location on the Warman road.

Another problem was that of drainage. Seepage contaminated basements in the business district of the town. At meetings of the council and of ratepayers, each amateur drainage expert offered his notion of a solution; should the drain run down First Avenue or Second Avenue to the river at Nineteenth Street, or should it run northward through the ravine in the park? Should the town spend several thousand dollars on a drainage system now, or wait until a comprehensive water and sewer system could be financed? The elected council for 1905 entered office pledged to install drains, but in mid-summer a citizens' meeting took it out of council's hands by deciding that the drains should be deferred until Saskatoon became a city and could afford to install sewers.

There was an undercurrent of uneasiness over the fire hazard. The town was still a collection of frame shacks, fine tinder if a conflagration started. Was the fire protection adequate? That was a question the "Phoenix", as the voice of the people, frequently asked. Three reservoirs were sunk at strategic points to provide water in case of fire. In July, 1904, the council purchased the first fire engine. A few weeks later the "Phoenix" asked the pertinent question, "In case of fire, who has the key to the fire engine shed?"

At first, fighting fire was a responsibility of a committee of the council, but later a volunteer brigade was organized. In January Councillor Chubb, newly appointed chairman of the fire committee, gave the engine a trial and discovered that it would throw a stream of water for thirty minutes instead of five as in previous tests; a tap had been turned in the wrong direction.

In April, 1905, a volunteer fire brigade was organized with Ben Chubb as chief and A. Young as captain.

The volunteers had their first call one Sunday evening in July. During an electric storm, lightning struck Mrs. Griffiths' barn on Twenty-second Street. To visualize the horrible possibilities, recall that the great Chicago fire started in a barn. Some of Saskatoon's volunteer fire men reeled out the hose in the direction of the reservoir, others ran with the engine toward the fire. En route the engine refused to fire up, so it was abandoned part way up Second Avenue, and every one ran pell-mell to the fire. The "Phoenix" thought it fortunate that the rain had been heavy enough to extinguish the blaze.

The problem of an adequate water supply was not solved until the fire in the "Capital" printing office in January, 1907. Water was taken from a nearby well. Drays with water barrels rushed to

and from the river filling the well, trying to keep ahead of the demand. Then someone suggested connecting the hose with the railway water tank by the bridge, and the water problem was solved. A week later the volunteers fought a \$54,000 blaze which destroyed the Oliver and Kempthorne hardware on Second Avenue.

Early in 1905 two movements got underway which were to reach their conclusion in May, 1906, by the action of the Saskatchewan legislature. One was the union of Saskatoon, Riverdale, and Nutana to form the city of Saskatoon; the other was the agitation to make Saskatoon the capital of the newly created province of Saskatchewan.

The first suggestion that the town and the two contiguous villages unite was made at a meeting of the Saskatoon council in April by F. R. Oliver. He pointed out that the borrowing power of a city was twice that of a town, twenty per cent of the assessment. He argued that if it were necessary to offer the Grand Trunk Pacific railway a bonus in order to bring it into the town, Saskatoon as a city would have the financial resources to bargain with the railway.

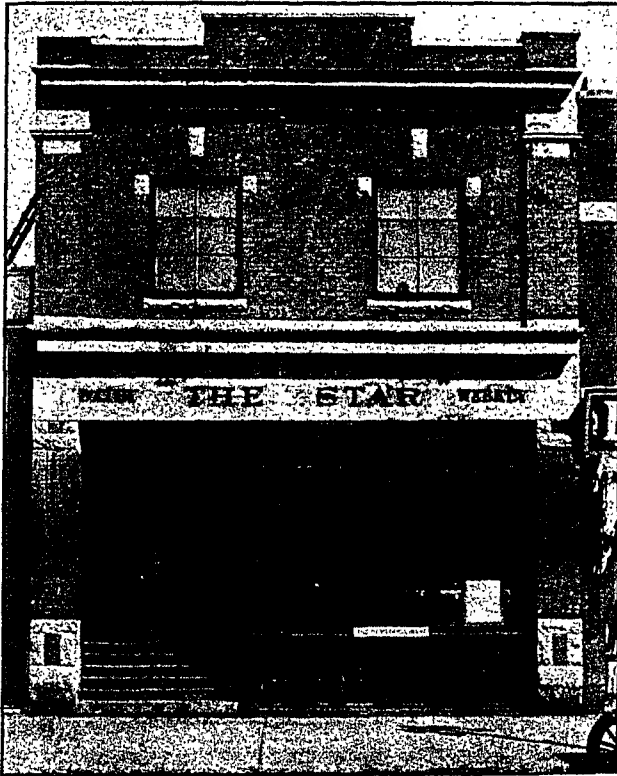
In June and July a number of meetings were held. The first was a public meeting attended by citizens of all three urban units. S. A. Clark as spokesman for Riverdale said the village wanted a school, and a proportionate amount of the taxes spent in public improvements in Riverdale. Arguing in favor of amalgamation, someone said one system of sewers would be less expensive than three. R. B. Irvine, as spokesman for Nutana, said that village had no drainage problem and a good school system. D. T. Smith offered the opinion that the two villages were reaping the benefit of Saskatoon's rapid growth without bearing a proportionate amount of taxes. This was the crux of the problem of amalgamation; to the villagers amalgamation meant higher taxes.* These were the problems confronting the fathers of the future city. By the end of the meeting it was apparent that most people favored union.

The third week in July delegates representing Saskatoon, Riverdale, and Nutana met and agreed on union. One term of union insisted upon by Nutana was that a traffic bridge be built at an early date to unite the village with the area west of the river. At the beginning of 1906 the Saskatoon council, that year presided over by Mayor Clinkskill, began drafting a city charter. The model followed was Edmonton's new charter. In May the charter was passed by the Saskatchewan legislature, and on July 1 Saskatoon became a city.

By the end of 1906, the assessment was \$2,517,145, or nearly a five-fold increase in a year. The following year it was \$6,669,048. The population at this time was about 4,500.

That Saskatoon should make a bid to obtain the capital of the proposed new province of Saskatchewan was voiced first by T. Copland at a rate-

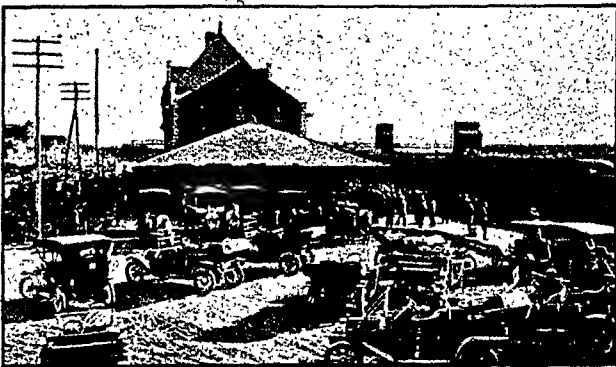
*At this time "an old-timer in Nutana" wrote a letter to the "Phoenix" opposing union: "You stole our name, but you cannot steal our cash."



This building forms part of the Star-Phoenix building of today.



The hockey team that won the Saskatchewan championship, 1904-05.



Busy scene at the old C.N.R. depot, about 1912.



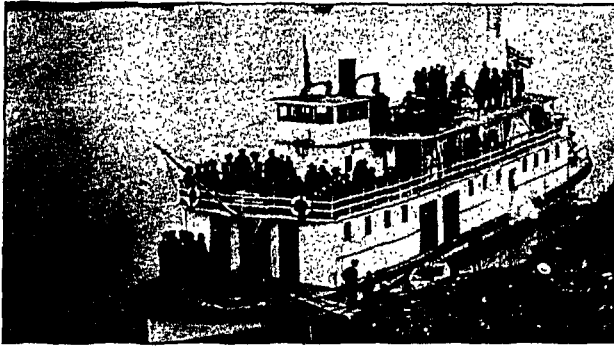
The Saskatoon lacrosse team, 1906.



Laying the tracks of the Saskatoon Street Railway.



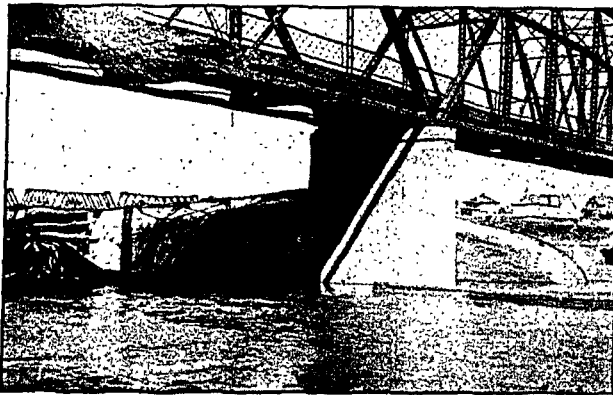
A Saskatoon Street Railway baseball team. The grounds were on Second Avenue, north.



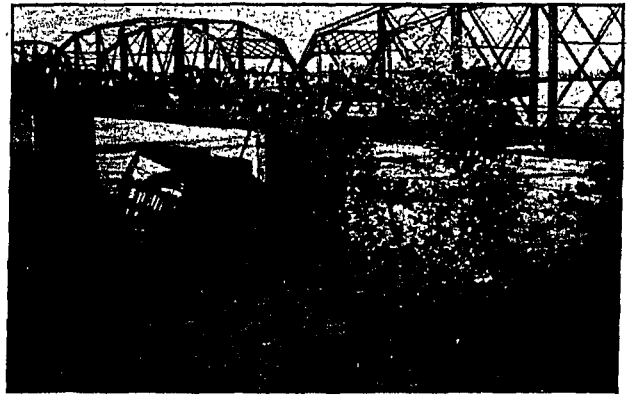
The "City of Medicine Hat," leaving her home port for Saskatoon in June, 1908.



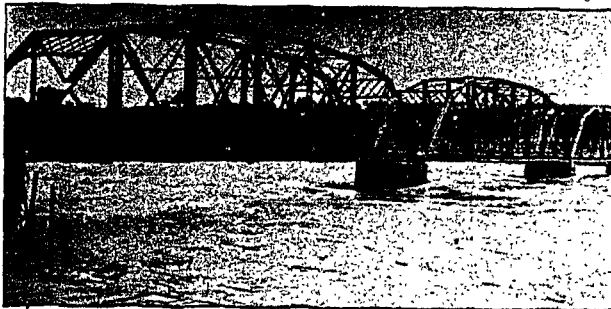
She was wrecked against one of the piers of the Traffic Bridge.



On June 8 the ship was a total wreck.



Another view.—The disaster ended navigation on the South Saskatchewan.



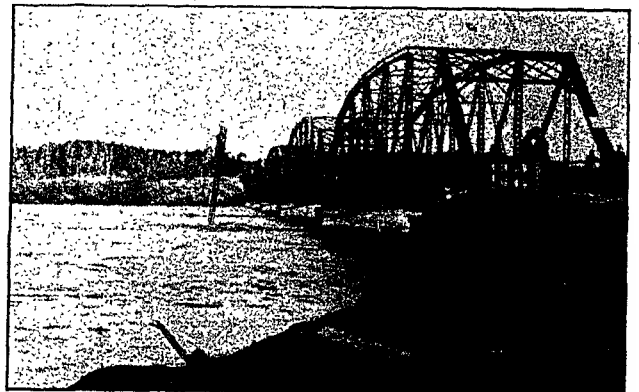
The year 1908 was marked by heavy flooding of the South Saskatchewan.



A scene on June 10, 1908, on what is now Saskatchewan Crescent.



The few dwellings on Saskatchewan Crescent were flooded.



Spectators of the flood kept close to the banks as they feared the bridge might go out.

payers' meeting in December, 1904. The campaign for the capital was launched the following July. A convention of boards of trade was meeting in Regina. The Saskatoon delegates invited the whole convention to visit Saskatoon, and chartered a special train for the purpose. The visitors were winned and dined and informed of Saskatoon's natural advantages as a capital.

Throughout the winter of 1905-06, the "Phoenix" campaigned vigorously for the cause. Early in May, Saskatoon and Prince Albert chartered a special train and had the provincial legislators visit the two cities, and with banquets and oratory tried to impress them with the necessity of locating the capital in either one or the other northern city.

Two weeks later, W. C. Sutherland, Saskatoon's Liberal member, introduced into the legislature the resolution: "that in the opinion of the house, it is desirable that the seat of government for the province of Saskatchewan, should be established in Saskatoon." Before the vote was taken on May 23, James Clinkskill, Conservative member of the Territorial legislature for fourteen years, lobbied among his friends. The night before the vote, Clinkskill thought he had rounded up sufficient support to win Saskatoon the capital.

The day of the vote was rainy and dismal. A number of Saskatonians were collected in the legislative chamber in Regina to watch the legislative vote on the resolution. W. C. Sutherland spoke eloquently in favor of Saskatoon as the capital. The member for Regina spoke of Regina's vested interests, and glancing around at the little group of visitors, inferred that nearly all the population of Saskatoon was to be seen in the chamber. The vote was called. Only the member for Rosthern stood with W. C. Sutherland in favor of Saskatoon.

During the spring of 1905 nearly five hundred carloads of settlers' effects were unloaded at Saskatoon. The country to the southwest of Saskatoon, the famous Goose Lake area, was rapidly filling with settlers. In June, Leslie and Wilson shipped a car of flour to Battleford over the Canadian Northern, which had been completed that far; the day of the freighter was over. In the fall of the year the Canadian Pacific completed the grading of thirty-five miles west from the city.

On October 15, 1905, the "Phoenix", which for a year and a half had been owned by a company in which Dr. Willoughby was chief shareholder, again changed hands. During this period J. H. Holmes was managing editor. The Conservative Dr. Willoughby aspired to be a member of the legislature of the newly created province of Saskatchewan. When he failed to win the nomination at the Conservative nominating convention on the evening of October 14, he sold the paper in disgust. The decision was influenced by the knowledge that a rival paper would soon be established.

J. A. Aikin had come West a few weeks previously to report on conditions for the Toronto "Globe". He was so impressed with Saskatoon's possibilities that he wired his editor asking to be released from his commitments as he wished to

establish a paper in Saskatoon. The editor replied that Aikin must first complete the tour. Later Aikin returned to Saskatoon and was awaiting the arrival of a press he had on order when he received the unexpected offer of the "Phoenix" on the night of the Conservative convention. The agreement of sale was signed at 3 a.m.

The following April a daily edition of the "Phoenix" began publication. Under the new ownership the "Phoenix" was a Liberal paper. A weekly Conservative paper, the "Capital", was established by G. M. Thompson and C. A. Tryon on May 12, 1906. The name of the paper was chosen in anticipation of Saskatoon winning the contest for the seat of the provincial government. Two years later it became a daily. The "Capital" was purchased in March, 1912, by W. F. Herman and Talmage Lawson. It immediately reappeared as the "Saskatoon Daily Star".

Saskatoon had obtained the Grand Trunk Pacific; but instead of entering the town, the survey skirted the southern edge of Nutana. During the visit of prominent company officials in October, 1905, the board of trade made a strong plea to have the survey cross the river further north and swing through Riverdale before passing to the west. The railway men set a gang of surveyors to investigate the entrance proposed by the board of trade, but they refused to sacrifice the four-tenths grade.

The sincerity of the Grand Trunk Pacific officials in wanting to enter the town is open to question, as they were at the time secretly purchasing a section and a half of land south of Nutana; presumably they hoped to pull the growing city southward toward their station, Earl. The sincerity of a few members of the board of trade was also open to question. While one member of the executive was writing to Ottawa demanding that the railway enter the western part of the city, another executive member (who happened to live in Nutana) was writing to say that some people were quite satisfied with the survey.

For several years the expectation that sooner or later the Grand Trunk Pacific would run into the town was firmly held by city officials and realty men. This was the key to many a real estate transaction. A rumour that the railway was building a spur or locating a station would start a flurry of real estate activity in various sections. Most of this activity was on the western edge of the city. As late as 1912 big deals were consummated or lots were held off the market in anticipation of a station being built. The station site favored by the wishful thinkers was between the present Quaker Oats mill and St. Paul's Hospital.

News that the coming of the Grand Trunk Pacific was a certainty, precipitated the first real estate boom in Saskatoon. The first important deal was significant for it showed the rise in land values which had occurred in six years. Back in 1899 Robert Wilson of Dundurn, shrewdly guessing that Saskatoon had a future, purchased 190 acres north of the village; today this is the City Park district north of Queen Street. Wilson paid \$4

per acre; in July, 1905, his sons sold fifty acres to F. E. Kerr for \$100 per acre, or a total of \$5,000. In December Kerr disposed of 160 remaining lots to Flanagan for \$7,000.

On the west side of the city the Ashworth-Holmes Addition (forty acres north of Twenty-second Street and west of Avenue A) went on the market in August, 1905, and by spring was reported sold. In November W. A. Coulthard and C. I. Alexander advertised eighty acres along the river south of Eleventh Street West. This they called the Grand Trunk Pacific Addition, as it was expected that the railway would build its yard in the vicinity. Within two weeks 400 lots had been sold in this outlying area.

A feature of the real estate business at this time was the purchase of farms adjacent to the city with a view to subdividing them. The belief that the Grand Trunk Pacific would run along the western limits of the city explains the purchase by Frank Cahill of more than a section of land west of Avenue P and north of Eleventh Street. Dr. Willoughby's farm (Pleasant Hill district—St. Paul's Hospital grounds was the farmstead) was bought for \$35,000. South of it, the frontage of Capt. Andrews' farm was purchased for \$200 per acre, and a few months later, the remainder of the Andrews' land at about \$160 per acre. One hundred and five acres of A. Brown's farm (Westmount district) changed hands at a good figure at least twice in a few months. Ashworth and Holmes purchased the southern half of the Caswell Star Shorthorn Farm (the lower part of Caswell Hill). Further north the Dick brothers subdivided the Mayfair district. East of Avenue A, J. C. Drinkle purchased 280 acres; at the height of the 1911-12 boom, Drinkle was offered two million dollars for this property—and refused it. Along the river (North Park) B. Chubb sold 80 acres called Richmond Park for \$125 per acre. F. R. Oliver bought the fourteen-acre Louise Park in Nutana for \$16,000; holding it for a year and a half, he sold it early in 1908 for nearly \$70,000. On other parts of the circumference of the spreading city, farms were being purchased and subdivided, but the above transactions were those most in the news of the day.

An important land deal was the sale of the school section at public auction on May 25, 1906. This land—running from Eleventh Street north to Twenty-second Street, and between Avenues I and P—had been divided into blocks of forty acres each. The lowest price paid was \$235 per acre by E. B. Ross, the highest \$515, by F. Cahill. Dr. Willoughby bought four blocks at \$247.50. Even T. Copland—who a few years earlier had had little faith in the prospects of Saskatoon becoming a metropolis—had become so infected with real estate fever that he paid \$400 per acre for a block. The 320 acres sold for \$98,000, or an average of \$315 per acre. "Gentlemen," said auctioneer Ingram, "It's been a pleasure to sell you land, and I only wish I had more to offer." At that time there was a lone squatter on the land; when Ingram again visited the city, in September, 1907, he was to see hundreds of dwellings on the property.

The headline news of July 25, 1906, was the purchase by the Canadian Pacific Railway of land

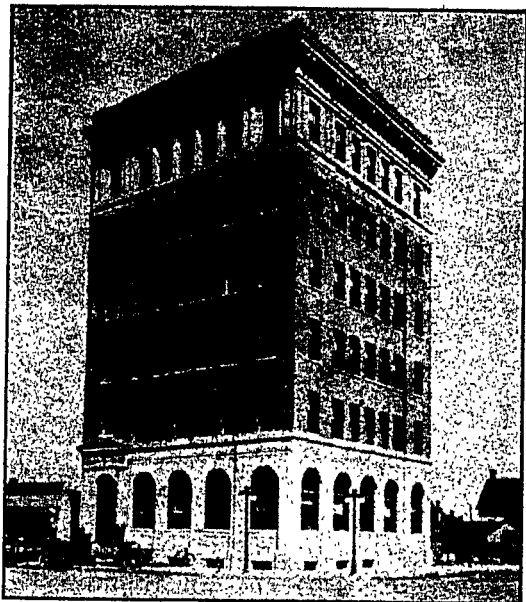
for a right-of-way and station in the centre of the town. Through the agency of Sutherland, Engen, and Hanson, the company purchased 180 lots for \$78,000. This included a block and a half for a station on the corner of the Ashworth-Holmes Addition. When Drinkle was approached for land for railway yards, he refused to sell thirty acres at \$1,000 per acre. After negotiations lasting several weeks, the company paid the owner \$1,350 per acre, or \$40,500; the land had cost Drinkle \$3,000 fourteen months earlier. Drinkle also owned land on which is located part of the town of Sutherland; the Canadian Pacific first offered him \$18 per acre, but paid \$35. The purchases of the railway were the largest real estate deals to that date.

Some deals of note occurred on Second Avenue during the 1906-07 period. In the spring of 1906 the Canadian Bank of Commerce paid \$12,000 for a thirty-five foot frontage; less than four years previously, Flanagan is said to have offered the corner to a new shopkeeper for \$200 for the sake of having a neighbor; the offer had been refused, as the location was too far out. In August, 1906, Flanagan sold the Western Hotel for \$85,000; within the year it was resold for \$100,000. In November Flanagan sold the southeast corner of Twenty-second Street for \$16,000. Three weeks later the Bank of Montreal purchased the corner diagonally across for \$14,000. Just north of the latter site, the Wilson brothers sold a hundred foot lot with a building for \$20,000; fourteen months earlier they had bought it for \$2,000. Further south, next to the National Trusts Building, W. J. Bell paid \$21,000 for seventy-five feet. Another interesting deal was that made by Boyce and Little in March, 1907. The lot was north of Twenty-first Street and had a twenty-foot frontage. The partners had purchased the lot with a building the previous fall for \$9,000—then a record price; fire destroyed the building, and now they sold the lot alone for \$9,000. In 1908, J. F. Johnson received \$12,000 for a piece of Second Avenue property which he had originally obtained in exchange for a second-hand fur coat and a repeating rifle. Values on Second Avenue were advancing rapidly.

The activity in real estate was dampened by the international money stringency of the summer of 1907.

In June, 1906, Engineer Willis Chipman, who had been engaged to plan a system of sewage, water works, and an electric power plant for the city, reported that the cost would be \$219,000. Later in the year, the ratepayers passed a money by-law of \$250,000 to cover these improvements. Meanwhile, a contract for the sewers had been let. The council made the mistake of letting it to a bidder whose bid was but half that of the next bidder; at the end of July it was apparent that the contractor was unable to fulfill his agreement, and the city was forced to take over the task and proceed with day labor.

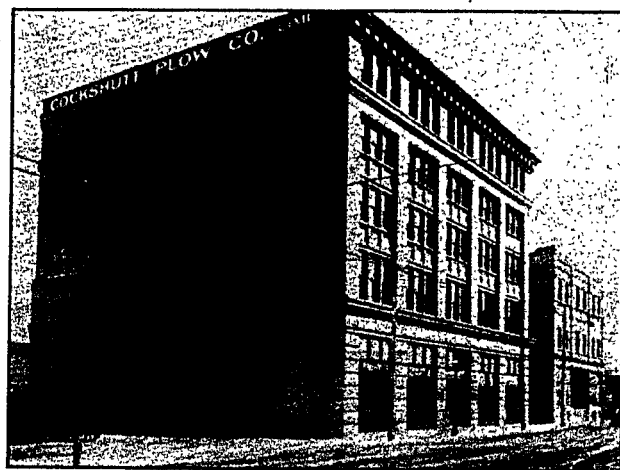
Earlier in the same year the council was confronted with the question of private versus municipal ownership of the power plant and the distribution of electricity. J. Wiley of the Olds Gas Power Company made an offer to the council which to some members sounded attractive. Coun-



Saskatoon's growth, during the boom, amazed Canada.—Standard Trusts Building.



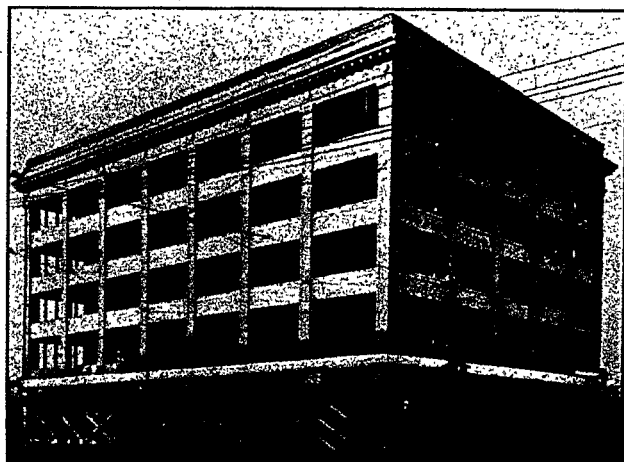
Ross Building.



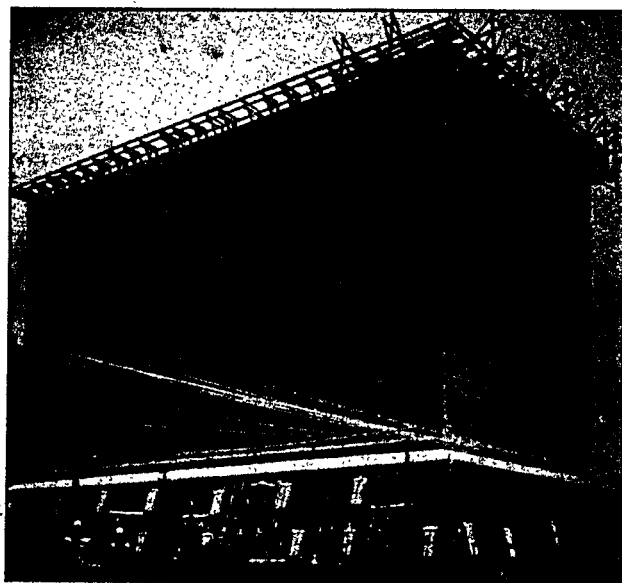
Cockshutt Plow Co.



King George Hotel.



J. F. Cairns Department Store.



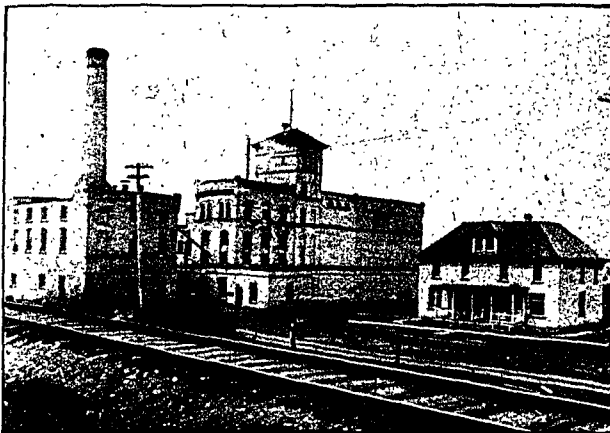
The Canada Building.



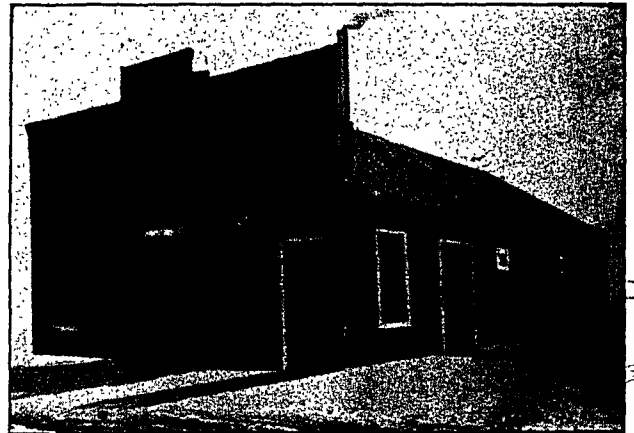
John East opened his foundry, which he built himself, in 1910.



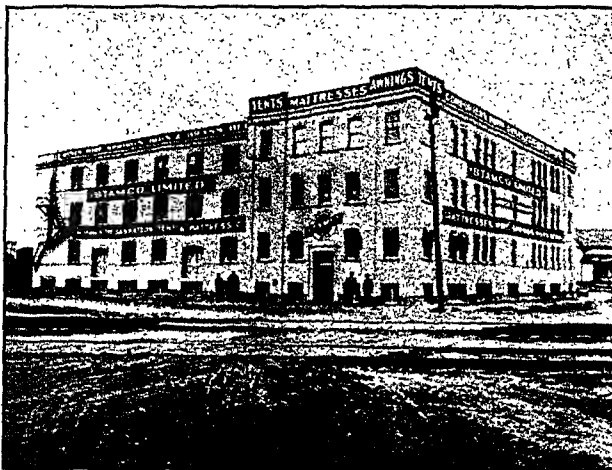
The Quaker Oats Company bought the Saskatoon Milling Co. in 1912.



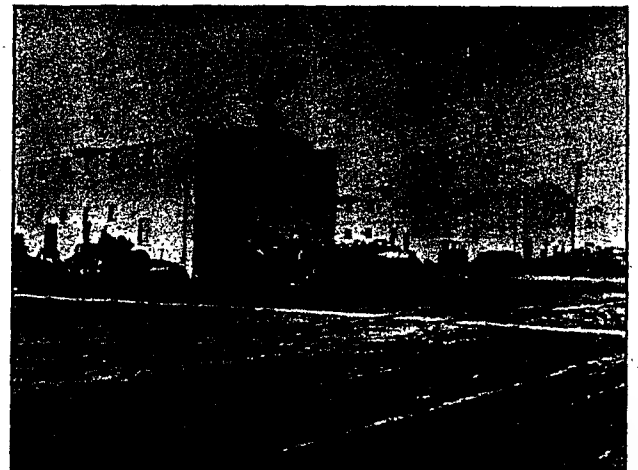
The Saskatoon Brewing Co., one of Saskatoon's first industries.



Cecil Richardson of the Richardson Road Machinery started business in this building, 1910.



The Saskatoon Tent and Mattress Co. on the West Side.



Case Threshing Machine Co. warehouse.

cillor J. R. Wilson, who was a strong advocate of public ownership of utilities, vigorously opposed the granting of the franchise. He and T. Copland went to Moose Jaw to study that city's municipal plant. On his return he published a three-column letter in the "Phoenix" which influenced public opinion and the council against surrendering the electric light franchise to private interests.

Building was active during 1906. Three new hotels, the Empire, the King Edward, and the Iroquois, were opened. J. F. Cairns built a new store south of the corner he had sold to the Bank of Commerce, and J. Clinksill opened his store on Twenty-first Street, the only building on the north side of the street between First and Second Avenues. The Phoenix Block was nearly ready for occupancy by the end of the year. Building permits for the year were \$377,211.

In October the city council passed a by-law which affected the building plans of property owners in the business section; within certain limits, only fire-proof buildings could be erected. It prevented any more shacks being erected as business premises, and forced business men who wished to expand to erect more permanent structures. In the next few years, and particularly during the boom, the frame shacks which once lined Second Avenue were moved to more outlying streets. The moving of buildings was a specialty of G. W. A. Potter.

A rough measure of the increased volume of business in Saskatoon was the post office statistics. In 1906 the revenue from the sale of money orders was \$99,845; the following year it reached \$186,671. In March, 1906, postmaster Allan Bowerman resigned. Though the amount of business had increased by leaps and bounds during the five years he had had the office, the postmaster had received little remuneration, as his salary was based on the postal revenue of the preceding year, and out of it he paid his clerks. The week after Bowerman's resignation, the post office department purchased the northeast corner of First Avenue and Twenty-first Street for a new office. The new post office was opened in the fall of 1908.

Another indication of the growth of the city was the steady increase in school enrolment. The four-room school, on Twenty-third Street, opened in February, 1904, was inadequate from the first day. In the spring of 1906 an addition was added which doubled the capacity of King Edward School—as it was now called. The increasing number of students from Riverdale made a school in that district a necessity. Work was begun in 1906, and in September, 1907, Riverdale—later called Alexandra—opened its doors. From basement to attic the school was crowded. The following year an addition was built doubling its capacity, and making it an eight-room school. In 1908 a temporary frame school was erected on Caswell Hill. Five school trustees were closely associated in directing the policy of the school board during the years of rapid expansion; they were J. E. Paul, Russell Wilson, A. J. Sparling, J. H. Holmes and J. D. MacDonald.*

During the same period the churches of the city were hard-pressed to provide for the spiritual

needs of the rapidly increasing population. Church congregations doubled and tripled every two or three years, and new congregations were formed. Church buildings designed for 150 or 200 persons were enlarged in an effort to keep pace with congregational growth. For instance, Knox Presbyterian Church, erected in 1900 on the site of the present-day Technical school, had been enlarged three times by 1907. In the autumn of the same year a branch of the church was opened in Riverdale. This church was called St. Thomas in memory of Thomas Copland.

The original locations of Third Avenue Methodist, First Baptist, and St. John's Anglican were on Third Avenue on either side of Twenty-first Street.

Methodist services were first held west of the river in 1901. In 1903 the main congregation met west of the river in Dulmage's Hall, and Grace Church became a branch. In February, 1904, the new Third Avenue Church was opened, and the following summer a parsonage was built. In 1906 a branch of this congregation was formed in Riverdale, and in June, 1907, regular services began in their new church, called Wesley.

The Baptist congregation was first organized in 1902, and met for a couple of years in Dulmage's Hall. The Baptist Church was opened on January 29, 1905. In 1908 the first church was replaced by a larger building on the same site.

Anglican services were reorganized after a lapse of several years in May, 1902. In January of the following year the chancel of St. John's was opened for services. In 1905 the church, with the exception of the tower, was completed. In the summer of 1906 a donation from the Old Country made possible the opening of St. George's mission in Riverdale. Christ Church congregation was organized in October of the same year. In Nutana St. James' Church was opened in October, 1907.

The Salvation Army services date from August 5, 1905.

The first Lutheran services were held in the Baptist Church in September, 1907. Two years later St. Paul's Lutheran Church was built.

Roman Catholic services date back to 1902, when a priest was appointed to care for the Saskatoon district. The next year the first parish priest was appointed, and St. Paul's Church erected. During the boom years, 1910-12, all the above congregations erected new and more substantial church buildings, the edifices which make Saskatoon a city of beautiful churches.

The typhoid fever epidemic of the fall of 1906 forced the citizens to consider the hospital problem. Two years earlier a fund had been started to be used in the building of a hospital. The first money was raised by a concert given by the commercial travellers marooned at Saskatoon when the railway bridge went out in 1904. A few weeks later the women of the town organized a Ladies' Hospital

*The Catholic separate school system had its beginning in September, 1911, when the first classes were opened in the basement of St. Paul's church.

Aid to collect money for the proposed \$10,000 hospital. In January, 1906, the general fund was augmented by a gift of \$1,485 collected in Toronto by persons connected with the Temperance Colonization Society. The outbreak of typhoid in September stimulated contributions and brought the fund up to \$8,915. About that time the council decided that a \$30,000 municipal hospital should be erected, but due to the financial stringency which began the following year, the municipal building was not opened until April, 1909. Meanwhile, a private residence was used as a municipal hospital.

Up until this date, Saskatoon had two small private hospitals, one operated by Mrs. Arnold in Nutana, the other by Miss Sisley on Fourth Avenue. Miss Sisley, who had been an army nurse for seven years in the Sudan, was placed in charge of the temporary public hospital which tried to cope with the epidemic.

One night a man suffering from typhoid knocked at the door of St. Paul's rectory, and begged for sanctuary as he had no place to go. Father Vauchon gave him a bed, and called a doctor. The doctor asked if he could bring a couple of other typhoid sufferers; and before the priest knew it there were eleven patients in the rectory. Two Grey Nuns were in the city investigating the need of a hospital; the need was obvious, and at Father Vauchon's invitation, they took charge of the nursing. Later more sisters came, and St. Paul's Hospital was founded. Early in 1907 the Grey Nuns purchased Dr. Willoughby's farm home for their hospital. In subsequent years a heavy building program was launched.

When Saskatoon became a city there were no by-laws governing the sale of water, milk, meat and other perishable foods. By-laws setting a high standard of public health were drafted by Dr. W. J. McKay, and passed by the council. Dr. McKay was appointed medical health officer. The new health officer, with a deep sense of responsibility to the public welfare and indifference to criticism from some quarters, set out to enforce the health regulations.

The most troublesome of the public health problems was the water supply, the main source of typhoid infection. Each autumn an epidemic swept the city. That of 1907 was more severe than the one the previous year. It began at the camp of the bridge gang constructing the Canadian Pacific bridge. Their drinking water was obtained from the river, which at that point carried sewage. Soon fifty of the seventy-five men were down with fever. In the years from 1906 to 1911 the number of cases of typhoid was usually in the vicinity of 150. In 1908 there were 199 cases in the city and twelve deaths. In 1910 there were 255 cases but many of these may have come from outside points to the hospitals. One year an epidemic along the Goose Lake railway was traced to tanks of water carried from Saskatoon by work trains; the water pumped from the river below the sewer had been intended solely for the use of the locomotives, but was drunk by workmen.

In the early years of the city, water was supplied by water dealers whose supply was

obtained from the river. This was not the source of the fever; it was the dozens of private wells scattered throughout the city. A well might be certified pure one day by an inspector, and a few days later be infected. Until water mains were laid to all parts of the city, the wells were a grave danger to the public health.

The winter of 1906-07 was one long remembered by the citizens of Saskatoon. In the fall of the year Mackenzie and Mann added the Qu'Appelle, Long Lake and Saskatchewan railway to their rapidly expanding network, the Canadian Northern. The Canadian Pacific Company, operators of the Regina-Prince Albert line, were given a week's notice to vacate it. On December 15, Conductor Lamourie glanced at his watch, mounted the steps, and pulled the cord to signal the departure of the last Canadian Pacific train over the Regina-Prince Albert line.* The next morning it was under the operation of the new owners.

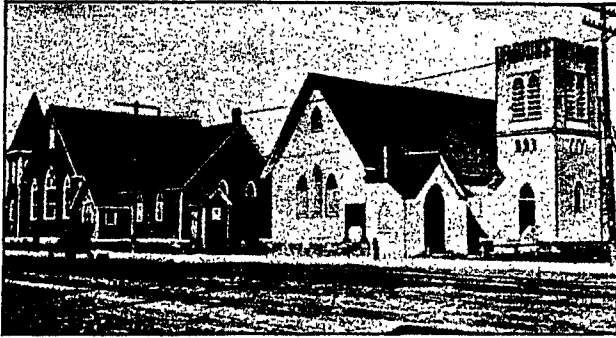
Citizens were apprehensive, for they knew that the Canadian Northern was weak in rolling stock. In ten years Mackenzie and Mann had developed their railway empire from a hundred miles of track to 2,639, but their equipment could not keep pace. The worst fears of the citizens were soon realized. Superannuated engines, only capable of drawing small loads and easily incapacitated by low temperatures, were brought in to operate the line. The weather seemed to be in conspiracy against the new operators, for it was one of the severest winters on record. Consequently, the train service was inefficient, irregular, and for days at a time, non-existent. Much suffering was caused throughout the territory served by the line, owing to lack of fuel and other necessities. A long strike in Alberta coal mines throughout the summer and fall prevented the building up of coal stocks. Consequently, a train blockade of a few days was critical.

That winter, as recorded in the pages of the newspaper, was a drama of suspense. The weather was sub-zero, and the coal bins low. It was always a question of whether the fuel supply would last until the next train.

One train from Regina was forty-eight hours en route, having been pulled by six different engines, four of which had stalled. The train left for Prince Albert pulled by a "monstrous creation of venerable appearance." Another train which left Regina on Tuesday morning arrived late Friday night. As the "Phoenix" poetically described its arrival, "the engine died on the bridge at midnight," and the passengers picked up their bags and walked into town. Shipments of freight were weeks late. The local yards were so packed with freight cars that the main track had to be used for shunting.

By mid-January the coal shortage was so acute that Mayor J. R. Wilson commandeered a pile of coal stored by the Grand Trunk Pacific bridge gang, and doled it out to the most needy. On

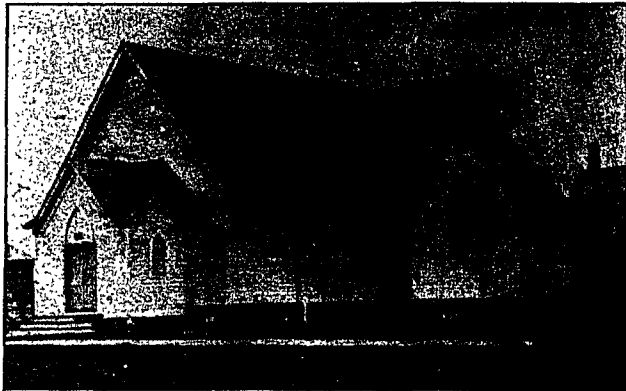
*A year to the day Conductor Lamourie brought a Canadian Pacific train into the city, but this time over the new line from the east. The company was in such haste to get back into the city that it built a temporary pile bridge beside the incomplete permanent one.



First Baptist and St. John's Anglican Churches, 1909. The Baptist Church was on Third Avenue and Twenty-first Street, St. John's just south of it.



Old Third Avenue Methodist Church on the east side between Twenty-first and Twenty-second Streets.



St. John's Anglican Church, 1905. The tower was added a year later.



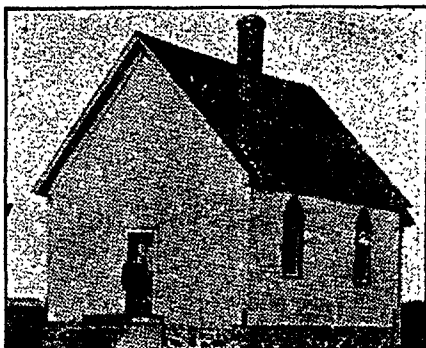
The Presbyterian Church, 1904, where the Technical School now stands.



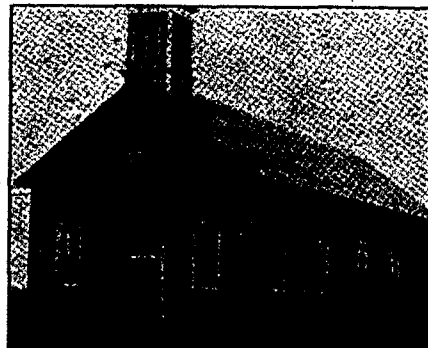
Grace Church, 1892-1910. Grace Church is the pioneer church in Saskatoon.



James M. Eby laying the corner stone of new Grace Church, 1910.



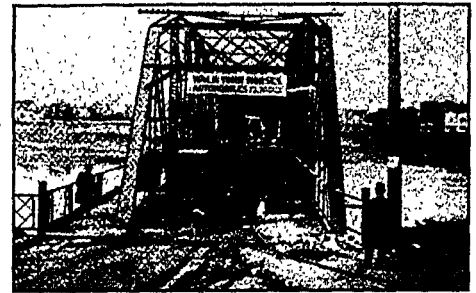
St. John's Anglican Church, 1903.



The Roman Catholic Church, 1903.



Saskatoon's leading citizens gave a picnic to Washington correspondents on July 19, 1906.



The traffic bridge, jammed with horse-drawn vehicles, and a few cars, in 1912. Street car tracks were being laid.



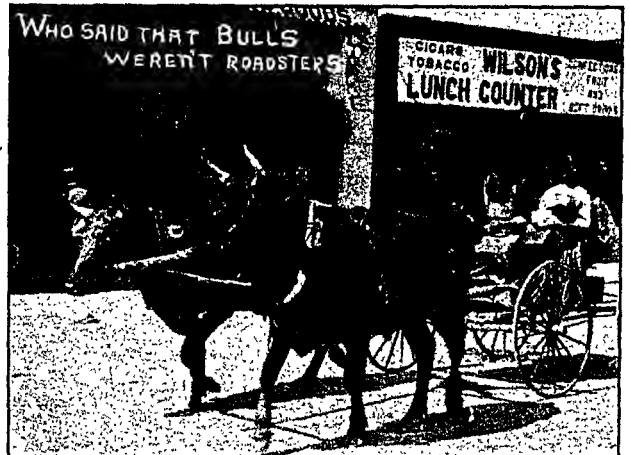
Six-ox team, in front of Bowman Brothers, Twentieth Street between Second and Third Avenues, 1908.



Second Avenue, looking north from Twentieth Street; 1909



W. W. Ashley and Chris Keene are the men shown, 1907.



"Roadster" oxen pulling a light carriage into Saskatoon, 1909. It was the end of a 140-mile trip.



The west side of Saskatoon, 1906.



Northwest corner, Third Avenue and Twentieth Street, 1908.

January 29 fuel merchants were again out of coal and many people had only a few days' supply. Five days later the schools were closed because of the fuel situation. With alarming reports coming in from the north, Mayor Smith of Regina declared an emergency and organized two shovel gangs which were sent north followed by a train with coal cars attached. From Saskatoon a railway gang worked south, and the line was cleared. There was an interlude of fairly regular service. Then in April fresh blizzards caused the worst blockade of the winter. For over two weeks Saskatoon was without a train.

A system of automatic telephones went into operation in February, 1907. The previous year a company headed by J. C. Drinkle had purchased the local telephone company, and reorganized it as the Northwestern Telephone Company. The system had 313 subscribers. Saskatoon was the first city in Canada to have the new type of phones; judging from criticism made at the time, the automatic mechanism did not always work properly. Drinkle sold the system to the Saskatchewan government in 1911, and on August 1 of that year the local system was integrated into the provincial one.

The opening of the traffic bridge on October 10, 1907, marked an important landmark in the relations between the two sides of the river. No longer would vehicular traffic be dependent on the erratic ferry service, nor pedestrians risk their lives crossing over the railway bridge.* Furthermore it made possible the development of Nutana as an important residential suburb of the city.

During the building season the following blocks were erected: MacBeth and Young, Gordon and Sparling, Willoughby-Butler, Sutherland, and National Trusts. Other prominent buildings erected were the Canadian Bank of Commerce, the Court House, and the Flanagan Hotel.

During the year Saskatoon became the centre of a judicial district. The first sitting of the district court was presided over by Judge E. A. C. McLorg on December 18.

In September and October the butchers of the city staged a strike in protest against the health by-law. Under the new regulation slaughter houses had to meet a standard which the butchers claimed was impracticable. Saskatoonians did not go meatless because meat was shipped in from the surrounding towns. The strike failed, but for several years the butchers of the city carried on a feud with the medical health officer. However, the strict by-law governing slaughter houses remained.

The money stringency which began in the summer of 1907 hit the city at a most inopportune time. With an open trench for sewer and water running the length of Second Avenue, and the new power plant standing roofless in a yard full of crated machinery, the city was penniless. It owed the Union Bank \$125,000, and the bank had just cut off its credit. Possible sources of revenue for the city were the earnings of the power plant, when it should be in operation, and the sale of

the city's bonds, which had not so far been greatly promoted.

In this emergency, Mayor J. R. Wilson and Dr. Willoughby hastened to Winnipeg, confident that they could raise \$250,000, but one after another the banks turned down their request, advising them to try at home. And back in Saskatoon all the banks refused to do business. Finally Mayor Wilson was able to arrange loans of \$30,000 and a further \$10,000 for the city on his own personal credit, and this was done through the local branch of the Bank of Hamilton, from which the city had withdrawn its business the year before.

On September 18, the power plant—today the water works plant—was officially opened in a ceremony in which Lieutenant-Governor Forget turned on the city lights.

The Allis Chalmers Bullock Company had supplied the electrical machinery for the plant, accepting a short term note from the city. All winter the city's finances were slim, and twice the company renewed the note. When, in the spring of 1908, the note came up for renewal the third time, the representative of the company walked into the mayor's office and informed him that, on orders from the head office, he was about to seize the plant and operate it until the revenue had paid for the machinery.

Mayor Wilson had until noon to raise \$12,000. With Fred Engen he canvassed the business men of the city, and in two hours had the money to pay the city's debt. Twice within a year the civic pride and loyalty of citizens—and particularly of the mayor—had tided the city over in moments of financial embarrassment.

In April James Straton cabled from Britain that he had been able to sell the city's debentures to the sum of \$408,000. The previous autumn J. Clinksill had been unable to sell them in Glasgow because of the financial depression and because the type of debenture was not attractive to British investors. Straton had the debentures changed to interest-bearing bonds. Saskatoon was to receive the money fifteen days after the deal was closed. Such was the urgency for money, that every day counted. To get the bonds into the hands of the investors a few days earlier, Mayor Wilson and the city treasurer made a trip to Ottawa. As the bonds came off the press at the Dominion mint, the two city officials affixed their signatures, and sent the bonds on their way. The sale of the bonds tided the city over the remainder of the depression and enabled it to complete the civic improvements then in progress.

On a Sunday in June, 1908, Saskatoon witnessed a shipwreck. The stern-wheel steamer "City of Medicine Hat" came down the river,

*As railway traffic increased, crossing the bridge on foot became more hazardous. However, the only pedestrians ever embarrassed on the bridge were two young men carrying a coffin. Young's furniture store had received a call for a coffin from Nutana, and two employees were sent across the bridge with it. A yard engine came backing down the Nutana grade, travelling fast. The youths dashed for the north approaches of the bridge. Being conscientious employees, they tried to save the coffin too. At the end of the bridge they had to jump for their lives, but not before one was lacerated by coffin splinters. He also broke two ribs in falling on the rocks below.

Captain Ross in command. The river was in flood. By inches the 130-foot boat cleared under the Canadian Northern bridge. The captain intended to tie up to the shore between the railway bridge and the traffic bridge, but just below the first bridge the steamer caught the telephone wires strung low over the river. A piece of wire became entangled in the rudder, and Captain Ross found that the wheel would not respond. The boat was out of control. It was obvious that it would not clear under the traffic bridge. The captain rang for full steam astern. But the current was too strong. The boat drifted down. She struck. Round in the current she swung, crashing into a concrete pier. She listed to port, at an angle of seventy-five degrees, and lay half submerged against the pier. "The City of Medicine Hat" had to be written off as a total loss.

Throughout 1907 and the first part of 1908, railway construction gangs were encamped in the environs of the city working on the lines which were soon to radiate out. In the southwest corner of the city, the Grand Trunk Pacific bridge was going up; the last span went into place in March, 1908. Simultaneously, the big fill to the west of the bridge was being made. In the fall of 1907 steel was laid forty miles east from the city; in the spring the track moved westward. In May the last gap in the line between Winnipeg and Saskatoon was completed.

In response to a mammoth petition of Goose Lake farmers for a railway in time to market the 1907 crop, the Canadian Northern began construction of its Goose Lake line. A troublesome problem was an entrance to the city. M. H. McLeod, general manager, told the city council that the railway must have Spadina Crescent West, all of it or at least as far as Seventeenth Street. A railway track on the Crescent would mar the beauty of the river bank. Opinion was divided. The council finally consented to the latter route. Grading began, but the Canadian Northern balked at signing the agreement with the city because of a clause compensating Crescent property owners whose property had been depreciated. The company did not sign, but grading continued. The council issued an injunction ordering the grading to cease until the agreement was signed. The deadlock ended work for the winter, in spite of the vociferous demands of the Goose Lake farmers. The following May both sides made minor concessions, and work was resumed on the Goose Lake line.

By August, 1908, no steel had been laid on the Goose Lake line. The area had promise of a bountiful harvest, but the prospects of a railway to market the grain were vague. Mackenzie and Mann appeared to be delaying. The Saskatoon board of trade wired Prime Minister Laurier, and within forty-eight hours steel-laying began. By freeze-up the steel was seventy-five miles out.

The Canadian Pacific had gangs working on a bridge and depot. A temporary pile bridge was thrown over the river in the fall of 1907, and it was over this that the first train entered on December 15. The permanent bridge was completed the following year. In mid-June the first through train from Winnipeg arrived over the

Canadian Pacific line. This occasion was marked by the visit of Winnipeg manufacturers and wholesalers.

Although Saskatoon aspired to be a distributing centre, as yet only a limited number of wholesalers had established warehouses in the city. Now, with the new steel of three railway companies radiating out from the city, the time had come to impress wholesalers with Saskatoon's possibilities as a distributing centre. With this view in mind, Mayor Wilson and A. H. Hanson went to Winnipeg where they spent two weeks interesting business men in visiting the Hub City. The Saskatoon men chartered a special train, and furnishing free transportation, brought a hundred business men. As a result of this the Ashdown Company, Tees and Persse, A. McDonald, Campbell, Wilson and Millar, the Codville Company and others decided to build in Saskatoon. That autumn fourteen wholesale and manufacturing firms and two banks announced within three weeks their intention of opening branches in the city. An indication of Saskatoon's growing importance was the increase in the number of commercial travellers who made the city their headquarters, three times as many as in early summer.

During the building season of 1908, the Chubb Block was completed, and work on the Great Western Furniture, or Drinkle Building, at the southwest corner of Second Avenue and Twenty-first Street, got underway. The latter was the city's first large office building. Fire Hall No. 1 was opened in December. At the time, fire prevention was in charge of a fire chief, four regular firemen, and a dozen and a half volunteers, some of whom slept at the hall.

The annual agricultural exhibition had been held for several years in City Park in temporary buildings which were torn down after each fair. After the 1907 fair the directors had a deficit of \$2,000, and the following year were in need of \$4,000 to pay prizes; each year the city council paid the deficit. In 1908 the council appointed a committee to enquire into the affairs of the exhibition. The committee found that the annual loss was incurred because of the cost of erecting a building each year. The committee recommended that the city purchase suitable grounds for the exhibition where permanent buildings could be erected. Late in the year the burgesses of the city passed a money by-law which purchased eighty acres—the present-day Exhibition Grounds.

The appointment of F. MacLure Sclanders as commissioner of the board of trade marked the intensification of the program of advertising Saskatoon to the world. Since its formation in 1903, the board had provided leadership in every movement to further the growth of Saskatoon. Of the citizens who gave freely of their time and energy, special mention must be made of M. Isbister, who for several years was the board's able president. In 1907 the board, which had formerly raised funds for membership, turned to the council for financial support in its program of advertising the city. Sclanders was not the first commissioner, but it was during his years of office that the board waged its great publicity campaign.



Dr. Walter C. Murray (front), discusses plans for University of Saskatchewan-to-be.



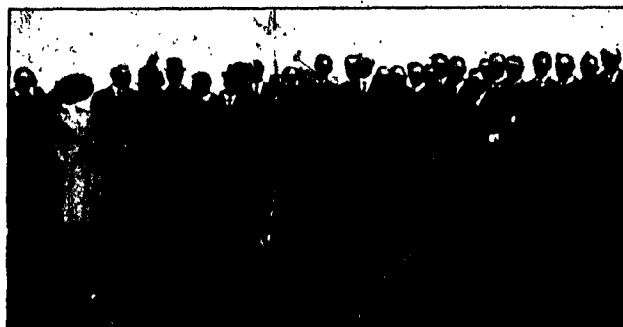
Joseph Proctor, Dundurn rancher, gave 560 acres to the university.



Celebrating the homecoming of the men who won the university for Saskatoon.



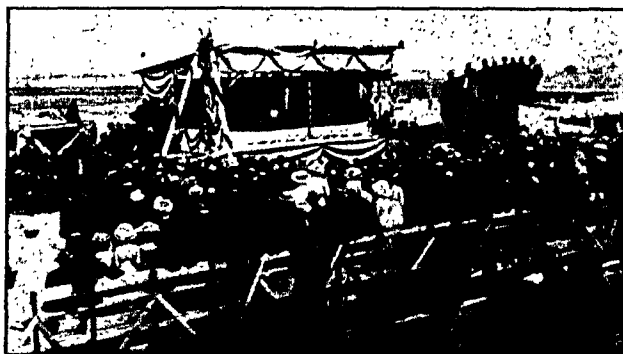
Foundation of the College Building, 1910.



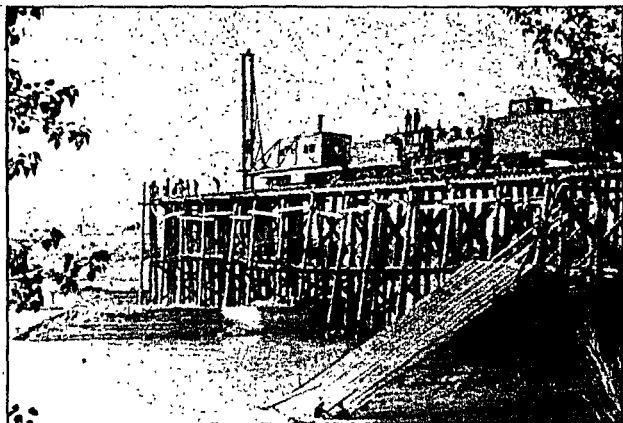
Chancellor Wetmore turning the first sod for the College Building.



Emmanuel College opened in these shacks on the campus, 1910.



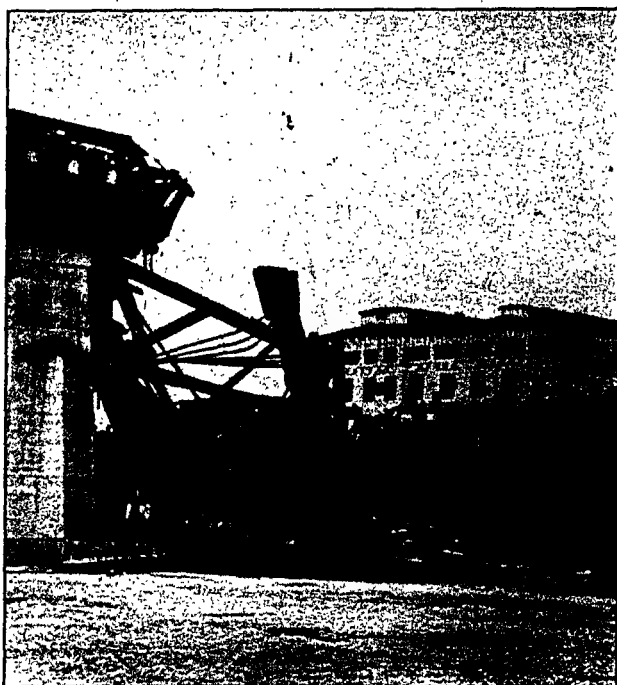
Sir Wilfrid Laurier laying the cornerstone of the College Building, July, 1910.



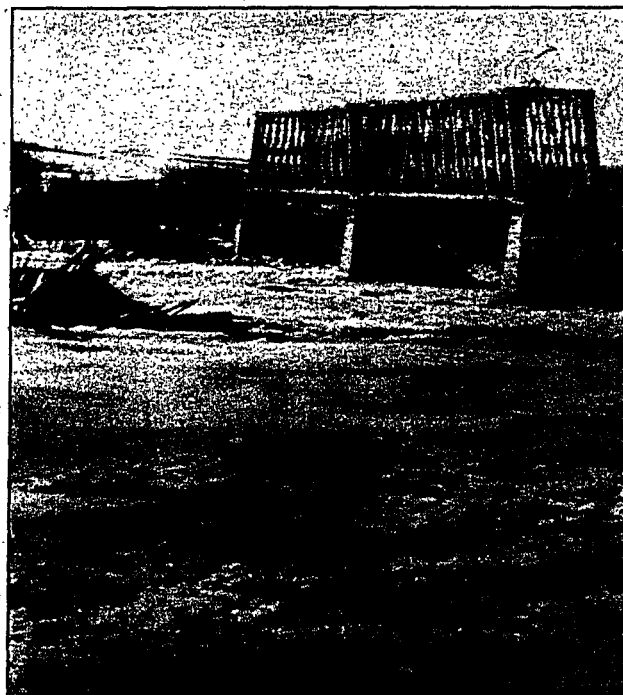
Building temporary railway bridge, 1904.



G.T.P. bridge, 1909.



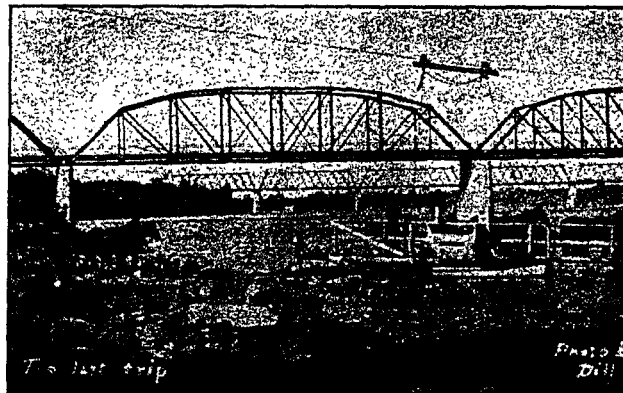
*Wreck of the Canadian Northern sleeping car "Kipling."
It crashed through the bridge in March, 1912.*



The railway bridge was washed out in 1904.



Ferry tied up during 1908 flood.



*The ferry's last trip before the opening of the traffic
bridge. October, 1907.*

In 1908 the board distributed 20,000 booklets advertising Saskatoon. As an illustration of the wide distribution of publicity literature—meant largely for the American continent and the British Isles—take the arrival in Saskatoon of an Irish family named O'Gorman which had been settled for a generation in Argentina; they had read some of Saskatoon's literature. It was Sclanders who wrote "Ten commandments for settlers" entering the Promised Land of central Saskatchewan. In the little garden surrounding the board of trade office on First Avenue, Sclanders carefully nurtured exotic and tropical plants such as broom corn, tobacco and cayenne pepper. These were pointed out to the skeptical stranger as proof of western Canada's mild climate. The death several years later of the banana plant symbolized the end of one phase of the city's development—its boastful, swaggering adolescence.

In the autumn of 1908 the board of governors of the new provincial university began its search for a campus site for the new institution. Competition was keen among the towns of the province. Having lost the capital, the people of Saskatoon were all the more determined to get the university.

The university act had been passed on April 3, 1907, but the board of governors was not appointed until the following January. Different parts of the province were represented on the board. Two members, J. Clinkskill and A. P. McNab, were from Saskatoon. McNab was elected to the provincial legislature in August, and later in the year appointed to the Scott cabinet. At this time he resigned from the board of governors, and was replaced by W. J. Bell, also of Saskatoon.

At a meeting on August 20, 1908, the board appointed Dr. W. C. Murray of Dalhousie University as president of the new university. The next consideration was the selection of a site. Moose Jaw, Prince Albert, Saskatoon, and Battleford were visited in September; Fort Qu'Appelle, Indian Head, and Regina, the following April. The citizens of each rival town entertained the governors royally, and indulged in orations of civic glorification.

In Saskatoon the governors were banqueted in Chronn's cafe with music supplied by Collier's orchestra. Malcolm Isbister, chairman of the board of trade, spoke on the phenomenal growth of central Saskatchewan and particularly of Saskatoon. A few years previous Saskatoon had been a bit of bare prairie; now it was the third city of the province. He concluded by saying that if the city got the university it would be thankful, and if it did not, it would consider it an error in judgment, though not an intentional one, on the part of the governors. James Straton showed the central location on a map, and spoke of the local advantages of drainage and the ease with which the natural beauty of the site would lend itself to landscaping. In reply, President Murray said that the governors had been delighted with all that they had seen, with the river and natural beauty of Saskatoon. They were impressed, too, with the many marks of energy of the people, which to him seemed the incarnation of the energy of the western spirit.

The following spring, on April 7, the board of governors heard Regina's arguments. It had long been apparent that the contest was between the Queen City of the Plains and the Hub City of the Hard Wheat Belt. Regina's arguments were that the university should be located in the provincial capital, the largest city in the province, and "where a well-established home life, a strong religious and moral atmosphere, and those institutions and facilities for the upbuilding of sturdy moral and physical strength" were to be found. As the "Phoenix" derisively reported Regina's premise: "although there were temptations to which students of the university might be exposed, the atmosphere of Regina was so pure that it would be impossible to find any city in any country where the students would have more opportunity of living the blameless life."

In its issue of April 7 the Regina "Standard" took it for granted that the university would be located there. It set forth the seemingly irrefutable arguments for Regina, and spoke pityingly of disappointed rivals—"the prematurely fanned flames of ambitions of impossible localities." That evening Regina's citizens went to bed confident of victory.

Meanwhile, the "Phoenix" went on sale on the streets of Saskatoon with the headline "Regina's last effort made to land university: some chilly speeches and a drive." The reporter wrote that Mayor Williams "became almost pained at the suggestion that the university might go to Saskatoon."

The board of governors met at 8 p.m. Two hours later the question of a location was reached in the order of business. Although the meeting was private, it is said that W. J. Bell gave an able speech, and that J. Clinkskill said a few words which had much weight in the decision. Actually the Saskatoon members, before leaving home, had obtained a promise from real estate men that if the university came to Saskatoon, a site would be sold at reasonable prices. This was a trump card used by Bell and Clinkskill. After more speeches, the balloting began. One by one the smaller localities were eliminated until only Regina and Saskatoon remained. In a tense atmosphere the final ballot was cast. Saskatoon won.

A. P. McNab, who had been waiting up for the decision, despatched a telegram to Saskatoon: "Everything O.K. Got university. Be home tomorrow." The news reached Saskatoon about 11.30 p.m. At the screeching of the fire siren, the citizens gathered at the fire hall, and then swarmed down Second Avenue in a celebration which some gleeful citizens carried on until dawn. The arrival of the Saskatoon representatives of the board of governors that afternoon was an occasion for more celebrating.

Next to the deflection of the Grand Trunk Pacific survey, no other victory was as decisive in Saskatoon's development as obtaining the university. Not only was Saskatoon to benefit by the increased prestige and trade, but the university has added much to the cultural life of the city.

A few weeks later the university governors began looking for a campus site on the outskirts

of the city. F. Cahill, the big property owner at the northwest corner of the city, offered a thousand acres free. The governors preferred a campus overlooking the river. On the Nutana bank they purchased 1,176 acres—and later another 160 acres—for a campus and farm. The land was purchased at various prices from \$25 to \$145 an acre. A real estate firm having an interest in the river frontage wanted \$300 per acre for seventy-one acres and as a result the price was set by a board of arbitration. The public spirit of two of the citizens is shown in the offer made to the university governors by Hon. W. C. Sutherland and Fred Engen. They pledged themselves personally to pay the cost above \$145 per acre, should such be set by the board of arbitration.

Within a few weeks after the decision to establish the university here, there were two important developments in the sphere of local primary and secondary education. One was the amalgamation of the Saskatoon and Nutana public school districts, the other was the passing of a money by-law to build a collegiate.

The ratepayers of Nutana had seceded from the Saskatoon school district in 1903 because of the heavy building program which was taking place west of the river. An attempt to unite the two districts in 1907 failed. Nutana had a surplus that year of \$5,000; Saskatoon had a bonded debt of \$50,000. There was another factor. Back at the time of the secession the Saskatoon district retained title—by an oversight—to some forty school lots in Nutana, at the time considered of little value. In 1907 these were sold at prices ranging from \$175 to \$700, realizing a sum which was said to have been sufficient to pay for all the property the Saskatoon district had purchased up to that date. This transaction rankled in the minds of the Nutana ratepayers. However, by the spring of 1909 the Nutana district was ready to amalgamate, for the district was faced with the expense of erecting a new \$50,000 school.

Among the seven by-laws passed by the ratepayers of the city of Saskatoon on May 18 was one approving of the expenditure of \$125,000 to build a collegiate. Before the vote, opposition developed to the spending of so much money. If all ten by-laws were passed the city's debt would be increased by fifty per cent. The collegiate was the costliest, so vote down the collegiate! In defence of the by-law, a few prominent citizens argued that a city which had made such an effort to obtain the university would look ridiculous if it were to turn down a collegiate. Furthermore, since Regina was building a collegiate, Saskatoon could afford one too. In the balloting, civic pride triumphed.

Among the city sewer diggers discontent had been smouldering for some months. In August they walked off the job. One of the main issues was the safeguarding of the workers' lives by properly cribbing the trenches. One life had been lost. Racial prejudice entered, as the English-speaking workers objected to working with Galicians, charging that they could not understand orders given, and thereby endangered the lives of fellow workers. Wages were also a point of issue. This was Saskatoon's first labor strike. The chair-

man of the arbitration board was E. J. Meilicke of Dundurn.*

The previous February had seen the formation of the local Trades and Labor Council. The first president was Bill Youhill. The most influential labor unions in Saskatoon at the time were those connected with the building trade. The first labor union dated from three years earlier when a local of the Typographical Union was organized.

In June, 1909, the Saskatoon land district was created. Prior to that date the local land office had been a sub-office for five other districts.

In December a third newspaper, the "Saturday Press," began publication. The owners were W. F. Herman, G. P. Armstrong, and W. A. McLeod. In February, 1911, they sold it to G. H. Belton, who in turn sold it to T. M. Fraser two years later.

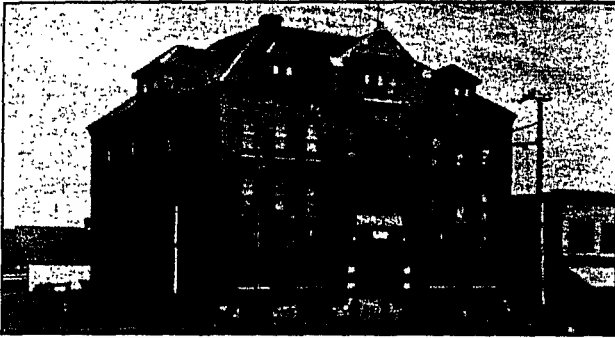
The problem which harassed the city council throughout 1909 was that of linking the west side with the main business district of the city. The Canadian Northern Railway yards interposed. The Spadina crossing was too frequently blocked by the shunting of yard engines, while the Twenty-third Street crossing was too far north for convenience. Pedestrians risked their lives crawling over and under freight cars on Twentieth Street. The urgency of the situation was apparent when in June the west-siders circulated a petition asking for a post office because of the inaccessibility of the main office east of the tracks.**

The joint questions of subways and a footbridge were marked by wrangling between the Canadian Northern officials and the city fathers, and in decision on the part of the latter. At one point in the dispute the railway men told the railway commissioners that: "Saskatoon doesn't know its own mind; when it does, we shall be prepared to deal with it." Mayor Hopkins favored an overhead traffic bridge on Twentieth Street, but this was not feasible. The council decided on a footbridge over Twentieth Street and a subway under Twenty-second Street. The railway company was opposed to both. The company offered the city a free footbridge near Twenty-first Street if it would waive its demands that the freight sheds be moved further from the street on First Avenue. The ratepayers wanted the footbridge on Twentieth Street, and in a money by-law passed in November, indicated this. The bridge was completed late in 1910.

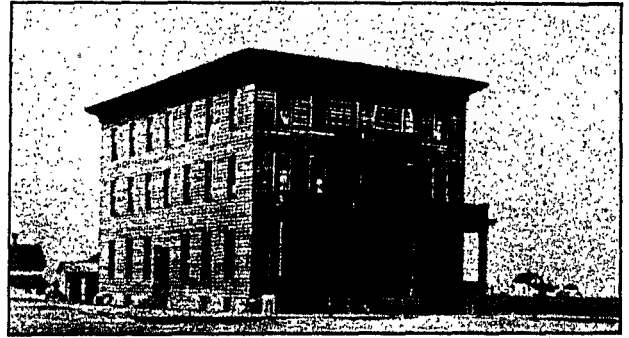
The railway officials were opposed to a subway under Twenty-second Street, as the company in-

*An interesting participant on behalf of the sewer diggers was Honore Jaxon. "Who," demanded Mayor Hopkins, "is Honore Jaxon?" Jaxon blandly stated that he was a Canadian who had lived for some years in the United States. What he did not tell was that he had acted as Louis Riel's English secretary in the rebellion of 1885, that he had escaped a prison term on the plea of insanity, and had later, escaped from a mental institution to the sanctuary of the United States.

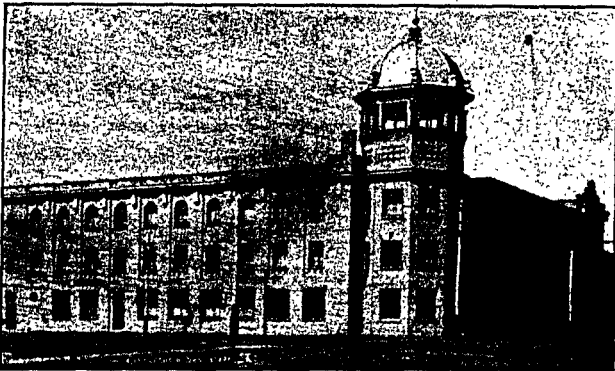
**The west-siders were disgruntled because in a vote on ten money by-laws in May, the two of greatest interest to them—a market and an athletic field—had been voted down. The reason was that some ratepayers felt alarm about the huge expenditures of the city, and voted against the market and park as the least necessary at the moment. West-siders also talked of forming a separate board of trade and a west-side newspaper.



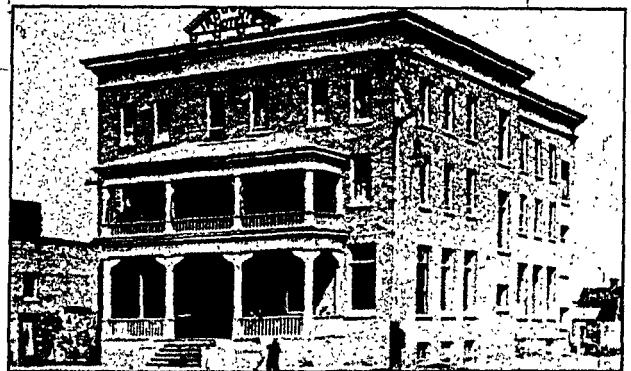
Empire Hotel, in 1908.



*Saskatchewan Hotel, now the Ukrainian Institute.
About 1908.*



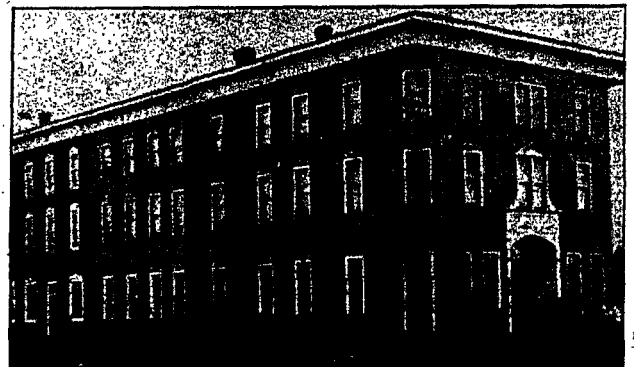
Flanagan Hotel, 1907.



Iroquois Hotel.—It became the Albany Hotel in 1909.



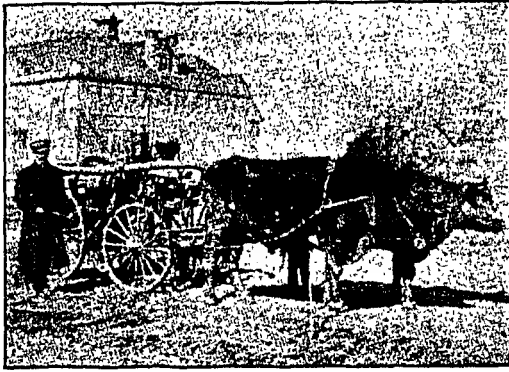
Windsor Hotel Bar, 1903.



*Western Hotel, about 1904. It then faced
Twenty-first Street.*

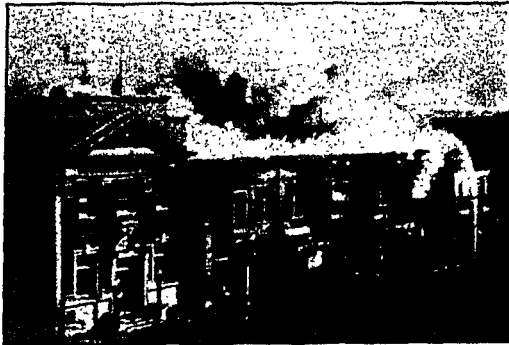


The bar of the Empire Hotel.



The first fire apparatus of the Saskatoon Fire Department was oxen-hauled.

★



The J. F. Cairns store, on the east side of Second Avenue, between Twenty and Twenty-first Streets, burned on April 1, 1914.

★



Fire Chief Heath, driving the hook and ladder wagon, in 1909.



Said a Board of Trade booklet of 1913 "All this was prairie six years ago".



The Saskatoon Police Department going mechanized



Fire Hall No. 1 was opened late in 1908.

tended to increase the trackage of its yards, an expansion which would be impossible if the subway were built. At the end of June the board of railway commissioners approved the city's application for the subway. A mistake in wording by an absent-minded secretary was the lever by which the railway barons, Mackenzie and Mann, reopened the whole issue. In October the board of railway commissioners at a meeting in Saskatoon reviewed the case. The outcome was that the location of the subway was shifted north to Twenty-third Street. Thus, Twenty-second Street, along which the old Battleford Trail had entered the town from the west and which, for a time, was a possible rival of Twentieth as a business street, was relegated to the position of a secondary street. In the matter of the Twenty-third Street subway, full agreement between the Canadian Northern and the council was not reached until April, 1910. The subway was constructed in 1912-13.

There had been little disagreement between the railway company and the city over the subway near Spadina Crescent. This subway was built in 1911.

Sir Wilfrid Laurier, prime minister of Canada, visited the city in July, 1910, and was given a civic reception. While here he laid the corner-stone of St. Paul's Catholic Church and the College Building of the University of Saskatchewan. During this historic tour of the West, Sir Wilfrid again and again heard demands for lower tariffs. In Saskatoon he attended a large meeting of farmers, whose speakers one after the other voiced agrarian opposition to tariffs. Probably that meeting—with other similar meetings throughout his tour—influenced Laurier in his fatal decision to make reciprocity with the United States the platform of the Liberal party in the election of 1911.

The Saskatoon businessman on his way to work had for years witnessed the line of homesteaders standing before the land office door waiting to file their claims. By 1910 most of the free land in the Saskatoon area had been taken, but on occasion a choice quarter or half section would be open—due to cancellation or abandonment—for re-entry on a set date. Overnight vigils, and those lasting a few days, were common.

In May, a Miss Williams, formerly on the staff of Alexandra School, stood for eleven days at the top of the stairs in front of the land office to file a scrip for some land near Kindersley. A man tried to bully her out of her position, but Miss Williams' friends rallied to her support, bringing her food and guarding her while she slept. She got the land. In June T. M. White waited for twenty days to file on a half section near D'Arcy. During his vigil the land office was moved to more commodious quarters, but the sympathetic officials moved White along with their filing cases, so that he remained head of the queue in front of the new office. Such were the human dramas enacted before the land office doors.

In the civic elections of December, 1909, Mayor Hopkins was re-elected. The two outstanding events in civic government during 1910 were the conclusion of an agreement with the Saskatchewan Power Company and the passing of a by-law

providing for the commission form of city government.

The power agreement had its roots in a survey made for the city in 1906 by Chas. H. Mitchell, a consulting engineer. Mitchell investigated the possibility of throwing a dam across the Saskatchewan river for the purpose of generating hydro-electric power. In his report of July, 1907, Mitchell calculated the amount of electricity generated at 4,300 horse power, and the cost of the dam at \$697,000. Embarrassed by the financial depression of that year, the city could not take steps to implement the report. Meanwhile, a group of local citizens organized a company and in February asked the Dominion parliament for a charter, which was granted. The Saskatchewan Power Company made several efforts to reach an agreement with the city for the sale of power, and even offered to sell the city the charter. The agreement was left in abeyance until rumours of the coming of industrial concerns forced a decision on the question of cheap power. An agreement between the company and the city was signed in February, 1910.

The agreement between the Saskatchewan Power Company and the city was allowed to lapse on June 16, 1911. Since the original estimates for the dam had been made, construction costs had soared. The company had been unable to secure financial backing, and now proposed that the dam be undertaken as a municipal project. At this point an English syndicate known as the Canadian Agencies, through its Canadian representative, H. M. E. Evans, offered to carry out the development of the water power in conjunction with a franchise for a street railway system in Saskatoon. The city was giving consideration to a transit system, and readily signed an agreement with Canadian Agencies. After a thorough investigation of the whole hydro-electric scheme, the syndicate's engineers reported that the amount of power generated would not warrant the expense of constructing a dam. The syndicate asked to be relieved from its agreement. Finally, in June, 1912, the city undertook the construction of a street railway as a municipal enterprise. The first streetcars were in operation at the New Year.

James Clinkskill was mayor of the city in 1911 and 1912. During its years of rapid growth Saskatoon was often like the stripling whose clothes, once cut to fit, had since failed to reach ankle and wrist. Plans made by departments of civic government such as those of the public works department, the hospital and school boards, were often outdated by the time they were implemented. An excellent example of the stress and strain in the government of a city growing too fast is to be found in the report made by the auditors in March, 1911, on the state of the city books. The books were a muddle; in fact, the only books that balanced were the expense accounts of the councillors. What was the explanation of this state of affairs? The staff of the tax and accounting departments had not increased proportionately with the great increase in the city's business.

At the beginning of 1911 the commission form of government was instituted with a view to giving the city a more business-like administration and to

make possible more adequate planning. The first proposal that the city adopt commission government was made by Mayor Wilson at a ratepayers' meeting in 1908. Two years later delegates from the city council to a convention of municipalities returned enthusiastic about the commission form of government. Before the council of 1910 went out of office, it passed a by-law introducing commission government. Under the system there were three commissioners; one, the mayor, was elected by the ratepayers, the other two were appointed by the council. The retiring council appointed Chas. Curtiss and W. B. Neil.

During the formative years of the city, the councillors, both collectively and individually, had assumed great responsibilities. A reading of the records of the council shows the debt of gratitude Saskatoon owes to those early councillors. Through the committees of the council they had planned and executed the public works which had changed Saskatoon from a village to a city with modern conveniences. In fact, the committees assumed such responsibilities in grappling with the problems of the city's expansion that the city government was more a government by committees than by a council. Now a system of government was instituted which would reduce the councillors to mere "yes men." It is not surprising that some members of the new council of 1911 were opposed to the innovation in the city's government.

First, the aldermen amended the by-law by striking out the provision that a two-thirds majority was necessary to reject a report of the commissioners, thus limiting the powers of the latter. Next they quarrelled with Commissioner Curtiss and caused his resignation within three months. Alderman Snell was appointed in his stead; in May, 1912, he resigned. The councillors insisted that the commissioner submit certain business to the committees for discussion and approval before it was placed before the whole council. Thus, it was an anaemic form of commission government which was exercised in 1911 and 1912.

The city council purchased the King Edward school building on Twenty-third Street in March, 1911, and converted the school into a city hall. This was regarded as but a temporary measure.

In May a campaign was launched to raise \$100,000 for a Young Men's Christian Association building. In two weeks the fund was oversubscribed by \$37,741.

The history of the boom in Saskatoon is a real estate fantasy. It began in the fall of 1910, and ended abruptly in the spring of 1913. The boom was characterized by boundless optimism about the city's growth. A person no less responsible than the city's chief executive, Mayor Hopkins, in 1910 predicted a city of 100,000 within a few years, and thought the farm land within a radius of ten miles should be subdivided. Actually land as far out as six miles from the centre was divided into lots, and most of these rural subdivisions seem to have been avidly bought by speculators, large and small. The "Phoenix" regularly carried four pages of box advertisements offering subdivisions. Inside property, particularly lots on the main business streets, sold for phenomenal prices. There

was a surprising turn-over of inside property. The number of real estate firms in 1908 was twenty-eight; in 1912 at the height of the boom, they numbered 267.

The following incomplete lists of subdivisions—most of them 160 acres in extent—gives some indication of the vast amount of property sold. The first listed were within the city limits and forty years later are either undeveloped or only partially built up:

Transcona, Parkview, Rosedale (southwest corner), Mount Royal, Highbury Park, Tuxedo Park (northwest corner), University Heights, Parkdale (northeast corner, east of river), University View, Alexander Park (north of Eighth Street), University Homes, Nutana Park, Nutana View, Alta Vista, Hampton Park, Sterling Park, University Park (south of Eighth Street).

Beyond the city's western boundaries alone there were over two dozen subdivisions, namely:

Burnside, Fort Rouge, Fairview, Rosedale Addition, River Heights, Shaughnessy Heights, Cordage Park, Industrial Centre, Industrial Centre Addition, Central Park, Sunnyside, St. Paul's Place, Fairhaven, St. Charles Park, Regal Terrace, Mount Royal Annex, Dundonald, Westward Park, Windsor Park, Victoria Square, Glen Arbor, Leland Park, Pleasant Hill Annex, National Park.

As a sample of the activity in real estate, consider the following deals recorded in the local newspapers during 1911. In February the Holmes brothers sold Caswell Hill Addition for \$1,032 per acre. Later in the month, Drinkle sold 257 acres two miles north of the city for nearly \$120,000; he had purchased it in 1905 for \$3,340. In April University Homes and Pleasant Hill Annex were put on the market. At the end of the month, Coulthard and Harrison reported that in the first four hours they had the remainder of Westmount on sale, \$12,000 worth of lots were sold. Other subdivisions prominently advertised early in the summer were Mount Royal, Dundonald, St. Paul's Place, and Coronation Park. In September, Utopia (a half mile south of Eighth Street, and east of the city limits) went on sale, and within four days \$57,000 worth of lots had been sold. On October 7 it was announced that the supply of lots in Fairhaven (one mile west of St. Paul's hospital) had been exhausted. Parkdale (east of the river and north of the C.P.R. track) was advertised in a double page advertisement; in the first two days the sales totalled \$62,000. In the last week in September, Andrew Smith handled \$247,000 worth of real estate; in November the Saskatoon Commission Company reported \$1,000,000 worth of business. At the end of the year Page and Brattland put up a sign which would have been appropriate for Saskatoon's realty firms collectively: "We sell the earth, in large and small quantities."

On Second Avenue values increased rapidly during the year. In September the northeast corner of Twenty-fifth Street sold for \$750 per foot. Top prices during the year were for a 50-foot lot beside the Union Bank which sold for \$1,520



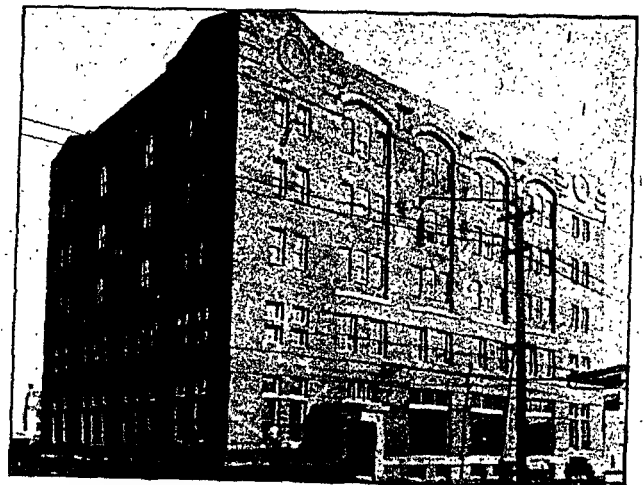
Fine buildings came to Saskatoon as the result of the boom. Royal Bank of Canada.



Fairbanks-Morse Co. Ltd.



Saskatoon Brick and Supply Co.



Advance Rumely Thresher Co.



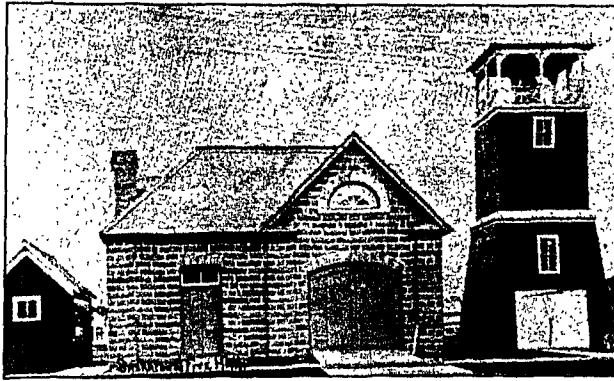
Massey-Harris.

ALL this did Enterprise and Public Spirit accomplish in about **SEVEN SHORT YEARS!**

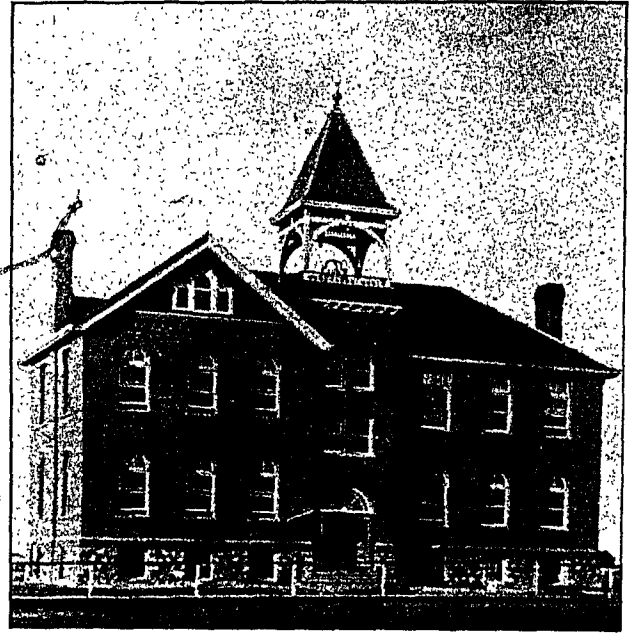
Saskatoon has:

NO OLD INHABITANTS to hinder progress.
 An Honest, Far-sighted City Council.
 An active, enterprising Board of Trade.
 The strongest Strategic Geographical Location in the West—see any Map.
 An exquisite natural charm.
 A magnificent swift River of Purest Water.
 Over 16,000 Population, moved but by
 One Impulse—the City's Good.
 Four Bridges over the River.
 Three Trunk Railways.
 Five different Operating Railway Outlets—13 very shortly—controlling
 45,000 square miles Wholesale Distributing Territory, stretching
 far into Alberta—indeed to within 98 miles of Edmonton, and

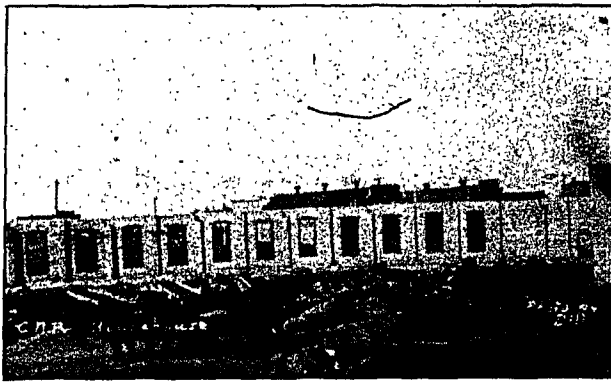
From a "Saskatoonlet", a series published by the Board of Trade in 1911.



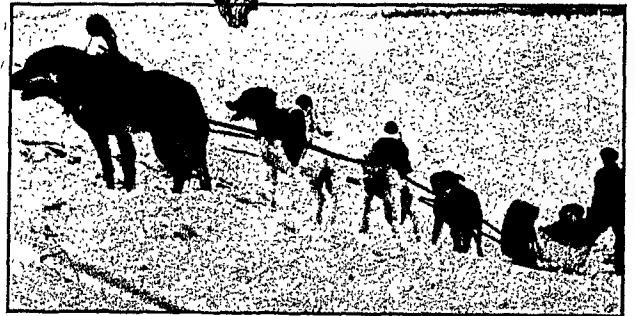
Fire hall and tower, 1906, where Eaton's store now stands.



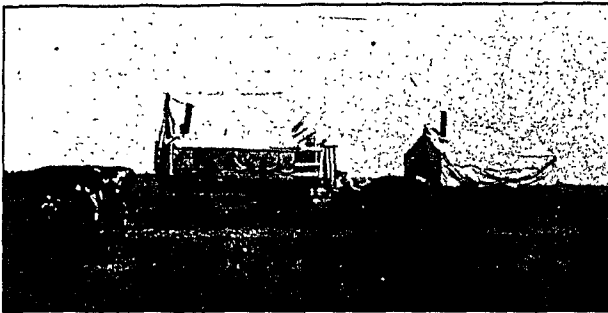
Old King Edward School, 1907. Now Saskatoon City Hall.



Building the C.N.R. roundhouse, about 1907.



A dog train in Saskatoon, 1909. Mrs. Charles Stacey is the passenger.



"Cafe-cars" on the Saskatoon-Goose Lake line, 1908.



An entire train of gas tractors, all for Saskatoon, about 1912.

per foot, and the 45-foot lot on which Currie brothers' store stood which sold for \$1,666 per foot, or \$75,000. O. M. Helgerson, in August, sold for \$135,000 a block which he had bought the previous November for \$95,000. Beside St. John's rectory on Third Avenue, D. W. Little sold a 25-foot lot for \$15,000 which two years before he had bought for \$4,000. At the end of the year a rumour started that the new bridge across the river would be on Twenty-fourth Street; property on that street became active. The corner of Twenty-fourth Street and Fourth Avenue sold for \$60,000.

Seldom in the history of the city has there been such public indignation as that expressed when the official Dominion census returns were published in October, 1911. The census credited Saskatoon with only 12,002 inhabitants; the board of trade literature was placing it upward to 17,000. Saskatoonians would not have been so outraged had the census not placed Regina's population at over 30,000. F. M. Sclander said, "It is absolutely unreasonable, unbelievable, and absurd." The mayor said he had heard that Regina had taken its census during exhibition week, and counted the visitors at the fair. The claim was made that during the taking of Saskatoon's census many of the Chinese and Galicians, and the English-speaking bachelors, had dodged the census-takers because they feared they might have to pay the city poll tax. It was feared that irreparable damage had been done to the city's credit on the London money market. A citizens' indignation meeting decided to take a civic census. Noses were counted on October 25 by business men and college students. These volunteers were most thorough. When one enumerator visited the City Hospital, the matron suggested that he return later in the day to enumerate the maternity ward. He returned in the evening, and added four more inhabitants to his list—all boys. The civic census placed the city's population at 18,096.

The spirit of the boom permeated every aspect of city life. The city fathers responded to the demands for extensive civic improvements. In 1911 the city undertook or approved money by-laws for public works totalling \$1,645,000; in 1912 the sum was \$1,069,000. On August 24, 1911, the rate-payers approved thirteen money by-laws totalling \$863,000; two years earlier there had been vociferous opposition to passing a by-law of one-sixth the amount. In February, 1912, the city let contracts for twenty-one miles of concrete sidewalk, the largest contract ever let at one time in western Canada. In December, 1912, the city floated a \$2,000,000 bond issue on the London market.

The public works undertaken and largely completed in 1911 included an intercepting trunk sewer, a new power house and electrical extensions, a water filtration plant, and the west side and Nutana fire halls. The old power plant had long since been taxed beyond its capacity. A new site on Avenue A was purchased and construction begun. The old plant became a water pumping station, and a filtration system was installed. The public works program of 1912 included, in addition to the sidewalks listed above, street paving, water and sewer extensions, and the Twenty-third Street subway.

The extensive program of civic improvement was warranted by the phenomenal development of the city. The city's growth is told by the advance in the assessment during the years of rapid development: in 1910, it was \$10,748,639; in 1912, \$39,867,835. The extension of the city boundaries in April, 1911, is a partial explanation of the vast increase, but it also represents increased land values. Imbued with the single tax theory then popular in the West, the city council reduced the assessment on improvements by ten per cent in 1911, and by another fifteen per cent in 1912. Truly, when it is recalled that the assessment only ten years earlier was \$18,460, Saskatoon was entitled to call itself "the wonder city."

The real estate boom had one permanent effect; it made possible the splendid office blocks. Many realty men turned their profits from speculation into downtown blocks. It was during 1911-13 that such buildings as Bowerman's Canada Building on Twenty-first Street, bank buildings, C.P.R. building, Central Chambers, King George Hotel, Cairns' store (Hudson's Bay Co.) and Thompson Chambers were erected on Second Avenue; on Third Avenue the Willoughby-Sumner (London) Block, the Travellers' Block, the Ross Block, the Standard Trusts Building, Drinkle's No. 2 and No. 3 Blocks, Blain's Connaught Block, McMillan's Glengarry Block, and F. R. MacMillan's store (Avenue Building) were built. During the same period the rapid increase in population forced the church congregations to erect larger buildings, and the congregations in the spirit of the times erected noble edifices. The spread of the residential sections of the city and the increase in school enrolment forced the Saskatoon school board to embark on a building program which dwarfed all their previous expansion; Princess, Caswell, Westmount, King George, Albert, Buena Vista, Sutherland schools, and the new King Edward school date from this period. On the university campus the nucleus of the university buildings arose. In addition to the construction of business and public buildings, hundreds of homes were put up. The census taken in the summer of 1911 listed 4,343 dwellings. In 1912 building permits were taken out for 1,232 more houses. Statistically the building boom appeared thus: back in 1908, building permits were about \$700,000; in 1910, they were \$2,817,771; the following year, \$5,111,306; and in 1912 the peak of \$7,640,530 was reached.

The real estate boom continued apace throughout 1912. Capital continued to come into the city, particularly from Britain, France and Holland. One of the largest of the outside investors was an Englishman, Mr. Bottomley, who was said to have invested about a million and a half dollars in Saskatoon. One may read of G. Pearson of Glasgow spending two hours in the city between trains, and during that time investing \$100,000 in Second Avenue property north of Twenty-fourth Street. The speculative craze was just as strong in local citizens as in outsiders. Why shouldn't it be? Everyone knew personally someone who had made a handsome profit on a bit of real estate. They had only to look at A. Bowerman or J. C. Drinkle, who had come to the village of Saskatoon with little of the world's goods, and were now millionaires. Gleaned from the pages of the daily press are

some of the more spectacular deals transacted during the first five months of the year.

In the first week of January, acreage deals north of the city totalling \$425,000 were put through. On the 9th W. J. Bell sold sixty feet of trackage for \$300 per foot; three years earlier he had bought it for \$30 per foot, sold it the next year for \$57, and nine months prior to the last deal, bought it back for \$114. On the 17th Alexander and Smith sold for \$200 per acre eighty acres two miles west of the city which had cost them only \$100 per acre less than three months earlier.

During the first half of February an estimated million and a half dollars' worth of lots were sold in Nutana. When the last eighty acre subdivision of Buena Vista was put on sale, between eight and six o'clock on the opening day \$243,000 worth of lots were sold, mostly to local people. On the 21st Cairns sold his store building south of the Bank of Commerce for over \$200,000 cash. On the 23rd the Gratiot Land Company placed their sales — mostly in acreage — at \$800,000 since the New Year. About the same time, J. C. Drinkle incorporated his city property and in London floated bonds worth \$875,000 on the security of his Saskatoon real estate.

On March 1, F. Cahill bought the two corners of Second Avenue and Nineteenth Street for \$712,000, on the rumour that the Grand Trunk Pacific planned to build a station south of Nineteenth. Cahill's deal and two others the same week amounted to over a million dollars. When restaurateurs Dale and Hughes dissolved partnership, they divided assets valued at \$150,000; three years earlier they had started business with a capital of \$1,000. On the 15th of the same month the northeast corner of Third Avenue and Twenty-first Street was sold to J. E. Mersman for \$125,000; six years earlier the same corner had sold for exactly a tenth of the sum. The following day, farmer J. Fraser Robinson sold all but ten acres of his half section on the southeast corner of the city for \$112,000; nine years before he had obtained one quarter as a free homestead, and bought the other at a nominal price. On March 30, C. I. Alexander, in a full-page real estate advertisement, prophesied that Saskatoon would have a population of 400,000 by 1940; five months later an advertisement offering Cordage Park Annex, predicted the city's population at 600,000 by 1942.

In April the Industrial League launched its campaign to raise funds; citizens subscribed \$307,000 within the first five minutes, \$1,000,000 by the end of the week. Subscribers paid five per cent cash, the remainder on call. That month D. T. Smith sold for \$50,000 a lot on Second Avenue which had cost him \$300; further up the avenue, across from the King George, a lot which had been purchased at \$200 per foot twenty-two months earlier, sold at \$1,700. The Saskatchewan Hotel, bought eighteen months before for \$38,000, sold for \$100,000. In May, the northeast corner of First Avenue and Twenty-second Street was sold; in 1906 an Edmonton man had purchased it for \$2,300, sold it in April for \$75,000, and now it was resold for \$90,000.

Between June 30, 1911, and November 30, 1912, O. M. Helgersen is reputed to have sold or acted as agent in transactions of property totaling \$2,806,000 on Third Avenue between Nineteenth and Twenty-third Streets. He reckoned his net profit for 449 consecutive days as averaging \$530.95 per day.

The real estate boom was not peculiar to Saskatoon, but was taking place in other western Canadian cities, and even in Montreal and Toronto. Some Saskatoon realty men had interests elsewhere. Cahill participated in the sale of a suburb in Montreal, Helgersen had property at Port Arthur and Fort William, while another local dealer wanted a franchise to build a tram system in Watrous. Like Sir Wilfrid Laurier, they believed that the twentieth century belonged to Canada.

Saskatoon's growth was due largely to the settling of north central Saskatchewan and to the demands of thousands of new settlers for capital goods necessary to turn raw prairie into cultivated farms. M. Isbister in December, 1911, warned the board of trade that this process was nearly completed; one more year would see the last of the free homesteads occupied. The city's mercantile and commercial facilities were now adequate for her trading area. If Saskatoon were to sustain her rate of growth, she must be more than a commercial and trading centre; Saskatoon must have industries. In response to this challenge, Saskatonians organized the Industrial League.

The purpose of the Industrial League was to provide a rotating fund with which to help industrial plants get established in the city. The plan was to buy shares in an industry to enable it to build in Saskatoon. Once the branch industry was in production, the shares would be sold, and the money used to induce other industries to come. As described in a previous paragraph, Saskatonians responded enthusiastically during the campaign for funds. The directors of the league hired James A. Bell, of Harrisburg, Pa., as commissioner. In 1910, there were only ten industries which employed more than five men; in 1915 this number had increased to twenty-eight. But this may or may not have been the work of the league. It was in operation only a few months before the boom broke.

In the summer of 1912 the Quaker Oats Company purchased the mill of the Saskatoon Milling Company, and enlarged the plant. The Quaker Oats Company received certain concessions from the city.

Under the scheme to make Saskatoon an industrial city, it was proposed to offer free factory sites. The city council was to purchase a block of land for that purpose. Throughout the early summer the location of the industrial centre was a live issue; the choice would influence the direction of the city's growth, and have a decided effect on the value of real estate holdings.

Before the formation of the Industrial League, Alexander and LeValley had subdivided land, called Cordage Park, two and a half miles west out on Eleventh Street West. Here the Saskatoon Fibre Company was to erect a plant for the manufacture of a binder attachment and binder



Travellers in front of the King George Hotel, 1913.



The first road paving in Saskatoon, Twenty-first Street, 1911.



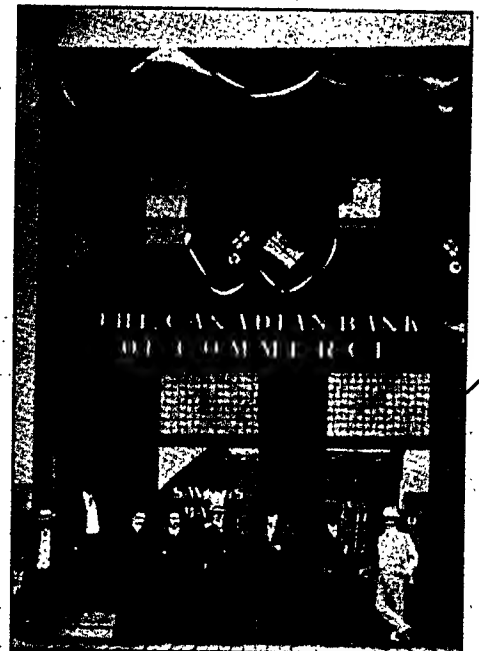
Saskatchewan Drive, now Saskatchewan Crescent, 1912.



Spadina Crescent, with St. Paul's Church, 1912.



The F. R. MacMillan store, 1912.



The first building of the Canadian Bank of Commerce, 1906.



Third Avenue during the building boom,



The General Hospital, Sixth Avenue, 1907.

Real estate advertisements appearing in the newspaper in 1912.



F. MacLure Sclanders grew semi-tropical plants at the Board of Trade in 1908, to offset "cold climate" stories.



Cartoon in the "Phoenix," 1904. Tom Copland and Dr. Willoughby were trying to divert the route of the G.T.P. survey from Hanley to Saskatoon.

twine. Vague promises of two or three other industries had been obtained. The advantage claimed by Alexander and LeValley for Cordage Park as an industrial site was its proximity to lines of all three railway companies. At that date there was a minimum of co-operation between the railways in the switching of cars. The promoters of Cordage Park intended to construct a short transfer railway to link all three lines.

When the city council began its search for an industrial centre, it was offered Cordage Park for one dollar on condition that the power line, water and sewer mains, and the street railway line were extended to the subdivision. The promoters hoped to reimburse themselves by the sale of adjacent land as residential property. Nearer to the city, only a mile out on Eleventh Street West, A. A. Dick offered the city seventy acres for \$100,000. Dick's argument was that the saving in the extension of public utilities to Cordage Park would pay for his property. The council was offered three other sites, one of which was Pacific Addition in Nutana, a half mile east of the Exhibition Grounds. The promoters of each site tried to influence public opinion by full-page advertisements in the "Phoenix." Before the council made its decision, it was expected that one of the Eleventh Street sites would be selected.

The council, anticipating an outcry no matter which site was chosen, postponed the decision from one council meeting to the next. Finally, at the meeting of July 29, motions favoring three different sites were introduced under "unfinished business," but not one obtained a majority. The 150 realty men in the audience walked out of the council chamber in disgust. The council proceeded with its agenda. At ten o'clock, under "Motions" a resolution favoring Pacific Addition was introduced. At this point one councillor who was hostile to the motion had to catch a train. Another councillor whose property adjoined Pacific Addition asked to be excused. The vote was a tie. Mayor Clinkskill had the casting vote. He was opposed to Pacific Addition, but he felt that his vote belonged to the abstaining councillor. Pacific Addition was chosen the industrial site.

Next morning there was consternation in realty circles. The owner of Avalon, the property between the Exhibition Grounds and Pacific Addition, sold \$200,000 worth of property during the day. Such was the public uproar that the council at its next meeting rescinded its motion, and declared that it would have nothing more to do with selecting an industrial site.

The Industrial League then decided that the factory centre of Saskatoon should be Cordage Park, and set aside land for the purpose. Although the factories had yet to materialize, Commissioner Bell announced in December a scheme to provide cheap foreign labor. A Slavonic colony was to be established in Cordage Park Annex. To people this suburb with immigrants, a company capitalized at \$50,000 was incorporated with the appropriate name of Toil Corporation Limited.

Had the plans of the promoters materialized, the outskirts of Saskatoon might have been ringed

with towns such as Sutherland. North of the city, two miles northeast of Mayfair, the new suburb or prospective town of Mackenzie went on the market early in November. A rumour that the Canadian Northern yards would be situated there was the seed from which this particular real estate fantasy blossomed. Some \$75,000 worth of lots were reported to have been sold within the first week.

Factoria—how poignant the word to those Saskatonians with memories of the boom! Of all the rural subdivisions offered to investors, "Factoria, the magic city," was best-known. When a new subdivision went on the market during the boom, the practice was to place a full-page advertisement in the local newspapers for an issue or two. The promoters of Factoria published advertisements week after week, and month after month. According to these, Factoria was planned to have a million dollars' worth of industries and a population of 2,000 within the first year. Lots in the suburb which "will make Saskatoon famous" sold at \$500 and up; across the tracks in Mackenzie they were selling for \$75.

The scheme was inaugurated in November, 1912, when a Chicago syndicate headed by R. E. Glass bought an interest in a 473-acre farm about two miles north of the city boundaries, and situated between the Canadian Northern line and the Saskatchewan River. The factories in Cordage Park never got beyond the paper stage; in Factoria some reached the building stage. On the farm, promoter Glass found a spring of water—"the purest in Canada," and limestone, and clay, and—along the river—sand. "It's the natural resources that make Factoria a reality—the water—the clay—the sand." According to the advertisements, "experts" had found these could be utilized in a brewery, a lime kiln, a brick and tile factory, and a glass bottle works. The lime kiln and the brick factory, as well as a farm implement factory, a flour mill, a frame tar-papered hotel of sixty-six rooms, and ten shacks were erected in 1913. Once the "magic city" had lost its allurements for investors, it suffered a decline.

The boom years accelerated private building and the extension of civic conveniences. Probably no city her size ever launched a building program as vast as that of Saskatoon in 1911 and 1912. At the end of 1912 Saskatoon had 41 miles of sidewalk, 4 miles of pavement, 36.65 miles of sewers, 37.39 miles of water mains, 11 miles of street railway, 10 schools and 14 churches. These were the permanent achievements of the boom.

In the spring of 1913 came the inevitable real estate crash. "We sell the earth, in large and small quantities," the realty firms collectively had sold and resold enough land for a city ten or twenty times the size of Saskatoon. During the boom the rapid increase in prices of lots and the frequent turn-over of property had caused both dealers and buyers to lose all sense of values. British investors had in these years been attracted to western Canada; the availability of British capital had accentuated the boom. Quite suddenly at the beginning of 1913 there was a drying up of this source of money due to events in Europe. In

Saskatoon there was a return to reality, and a crash which ruined many real estate dealers.

* * *

Saskatoon's development in the years after 1902 had been truly remarkable. From a village served by a single railway, it had become a railway hub. From a village it grew into a city in three years; from a city of shacks it grew into a city with modern utilities and noble buildings in the

next six years. The city owes a debt of gratitude to the early town and city fathers; not only to the mayors, but to the numerous councillors, who served Saskatoon well in her formative years. Most of the credit is due to the pioneer business men, to their energy and foresight in promoting Saskatoon's interests at every opportunity. There was a spirit of neighborliness, of co-operation, and a determination to make Saskatoon a great city; this was the "Saskatoon spirit."



CHAPTER FOUR

Of the Days Better Known . . . 1913-1952

On July 28, 1914, the world was plunged into the first holocaust of the Twentieth Century. On August 4 Britain entered the Great War. Ten days later the first volunteers left Saskatoon. They were sixty-three veterans of former wars, mostly members of the Legion of Frontiersmen and of the Royal Army and Navy Veterans Association. On August 24 the 105th Regiment Fusiliers (Saskatoon) and the 29th Light Horse entrained for military camp. Saskatoon had gone to war.

Military organizations in Saskatoon dated back to 1907 when a company of the 95th Saskatchewan Rifles was organized. In April, 1912, the 95th was reorganized and the Saskatoon company was formed into a new unit, the 105th Regiment. Later the same year "Fusiliers" was added to the name, and in 1914 the civic name was incorporated into the title. At the beginning of the war it was commanded by Lt.-Col. A. Dulmage.

A company of the Saskatchewan 22nd Light Horse was organized in Saskatoon a year after the rifle unit. In 1911 the cavalry unit was reorganized, and became the headquarters company of the 29th Saskatchewan Light Horse. From 1913 until 1918 the officer commanding was Lt.-Col. J. A. Aikin. During the Great War, 1914-1918, the 29th Light Horse raised two squadrons, one each for the 1st and 9th Canadian Mounted Regiment.

Two other units mobilized in Saskatoon during the war were the 65th and 96th Battalions. At the University of Saskatchewan a company of the 196th Western Universities Battalion was formed in 1916. Saskatonians served in other units and other branches of the services.

The 105th Regiment Fusiliers (Saskatoon) was first part of the 11th Bn., C.E.F., but supplied a great number of reinforcements to the 5th Bn., C.E.F. The Fusiliers sailed for England on November 3, 1914, and were sent to France in February, 1915. Through their ranks passed 5,818 men during the war. As members of the 5th Bn., the Fusiliers had among their battle honours:

YPRES, 1915-17—Gravenstafel—ST. JULIEN—FESTUBERT, 1915—Mount Sorrel—SOMME, 1916,—Thiepval—Ancre Heights—Arras, 1917-18—VIMY, 1917—Arleux—HILL 70—PAS-SCHENDAELE—AMIENS—Scarpe, 1918—DROCOURT—QUEANT—HINDENBURG LINE—Canal du Nord—Pursuit to Mons.

At Vimy Ridge alone, of the forty-six names on the last cross on the "pimp", thirty-seven are those of Saskatoon men.

Here there is no space to give the roll of those who won awards for heroism. Yet one deed of valour by a Saskatonian deserves special mention—the immortal story of Sergeant Hugh Cairns, V.C. He was a member of the 46th Battalion, Saskatchewan Regiment. In the closing days of

the war, when the Canadians were driving the Germans back across the flat lands of northern France, pockets of machine-gun resistance held up the advance. Before Valenciennes on November 1, a machine-gun opened on Cairns' platoon. With a Lewis gun, Cairns, single-handed, in the face of direct fire, rushed the post, killing the crew of five and silencing the gun. Later, the line was again held up by machine-gun fire, and the intrepid sergeant again rushed forward, killing twelve of the enemy, and capturing eighteen Germans and two guns. A third time the advance was delayed by machine and field guns. Cairns led a small party which outflanked the position, killing many of the enemy and forcing fifty to surrender. At the end of the day, when his unit was consolidating its position, a battle patrol led by Cairns came upon a courtyard in which were many Germans. He forced sixty to surrender, but while disarming them was severely wounded. Nevertheless, he opened fire and inflicted heavy losses. As twenty of the enemy rushed him, Cairns collapsed from weakness and loss of blood. He died next day from wounds. The citation of the award of the Victoria Cross stated that Cairns had showed the highest degree of valour, and that his leadership greatly contributed to the success of the attack.

The names of many who made the supreme sacrifice have been immortalized by the elms and plaques of Next-of-Kin Memorial Avenue, a project started in 1923 by the Military Chapter of the Imperial Order of the Daughters of the Empire.

As the years of the struggle lengthened, the effects on the everyday life of the city became more marked. There were saddening casualty lists. There were annoying shortages. Building permits in 1915 dropped to an all-time low of \$20,200, but in the following years gradually increased; the Twenty-fifth Street bridge, completed in 1916, was one of the few important pieces of construction during the war years.

Much of the activity of local organizations centred around the war effort. Prominent among these organizations were the Red Cross, the Soldiers' Wives and Mothers' League, and the Citizens' Recruiting Committee. The Soldiers' Wives and Mothers' League collected \$11,068 for war work and sent more than 2,000 parcels to soldiers. The local organizations co-ordinated and publicized their work by publishing the "Roll Call."

At 12.50 a.m. on November 11, 1918, the great news came over the wires to the "Phoenix", where for three nights the newsmen had kept vigil in anticipation of just such an eventuality: the war was over. At 12.53 a.m. a special edition was on the streets and was being delivered by automobile from door to door. Saskatoon woke up and celebrated. Street lights on—impromptu parades—bonfires—whistles—PEACE!

Influenza swept the city in the closing weeks of the Great War. Emergency hospitals were opened in the Y.M.C.A., Emmanuel College, and Qu'Appelle Hall. During the months October to December there were 167 deaths.

The first soldiers arrived from overseas on March 24, 1919, and during the next five months the demobilization was completed. The Returned Soldiers' Welcome and Aid League, which had welcomed many a veteran since it was opened in the spring of 1916, was able to close its doors in September.

The veterans returned to a society in which there was an undercurrent of unrest. For ten days in February-March, 1919, citizens were much wrought up over the hasty trial and heavy sentence given a mail clerk convicted of carrying two seditious pamphlets; the reversal of the judgment was undoubtedly influenced by the public clamour. Among labour unions the movement known as the One Big Union had gained much support. In May the business life of Winnipeg was brought to a stand-still by the famous general strike. Two weeks later, toward the close of the month, thirteen unions went on strike in sympathy. For a week Saskatoon was in a state of semi-paralysis, with city utility workers and postmen off work. Some unions in the city were out on the sympathy strike for two weeks.

On September 11, 1919, H.R.H. Edward, Prince of Wales, visited the city. A rodeo was staged in his honour, and a reception held in the home of Mayor and Mrs. F. R. MacMillan. A story is told of the prince at the reception. The ladies in charge had provided the best of everything—the richest cream for tea and coffee. When the prince was asked what he would like, he said, "If you don't mind, I would like a glass of milk." It was the one drink the ladies had not provided.

The end of the war brought some important railway changes to Saskatoon. For over a decade the board of trade and the council had tried to induce the Grand Trunk Pacific to enter the city. At last, on October 7, 1918, trains of this company came in over the Canadian Pacific track. After June 29, 1920, they came in over the Canadian Northern track. Meantime, the Canadian government had taken over the Canadian Northern system, and a few months later took over the Grand Trunk Pacific; then amalgamated the systems to form the Canadian National Railways. During 1921 the new system replaced the old Canadian Northern bridge with a new structure, built its shops and yards in Nutana, and generally improved the train service.

On March 3, 1922, ten persons were injured in a street car accident. Coming down the Long Hill, the brakes of an Exhibition car failed to hold, the car jumped the track, and crashed into the steel traffic bridge. To many people it recalled a railway accident which had occurred ten years earlier—almost to the day. A Canadian Northern sleeping car had crashed through the north end of the railway bridge, and fallen fifty feet to the ice below, injuring thirteen passengers.

The decade of the 'Twenties opened with business somewhat depressed, the aftermath of the

war prosperity. In western Canada it was marked by a slump in the prices of agricultural products. Gradually the depression lifted, and the city registered steady progress and a quiet prosperity in the years before 1930. Between 1921 and 1931 the population increased from 25,739 to 43,921.

In municipal government, the burgesses voted in 1920 to abolish the ward system. The same year the voters passed a by-law introducing the proportional representative system of voting. The popularity of this system waxed and waned. In December, 1926, the voters abolished it, but in 1938 it was again introduced, and four years later again abolished. An important appointment early in 1921 was that of Andrew Leslie as city commissioner. For almost thirty years Commissioner Leslie controlled the city's finances. At the beginning of the period the city had not recovered from the large capital debt incurred during the boom period. Leslie began a program of economies and heavier taxation which gradually placed the city on a sound financial footing.

New schools erected by the school board during the decade were the following: Mayfair in 1920, Haultain in 1924, Thornton in 1926, Wilson in 1927, and Pleasant Hill in 1928. The high school board, after much debate over the merits of one large collegiate versus smaller colleges in different parts of the city, decided on the latter plan. In 1922 the Bedford Road collegiate was built, in 1929-30 the City Park collegiate, and in the following year the Technical school. Normal school classes had been held in the city since 1912, but it was not until February, 1923, that a Provincial Normal School building was opened.

Two months later the Provincial Tuberculosis Sanatorium was opened, with Dr. H. C. Boughton as medical superintendent.

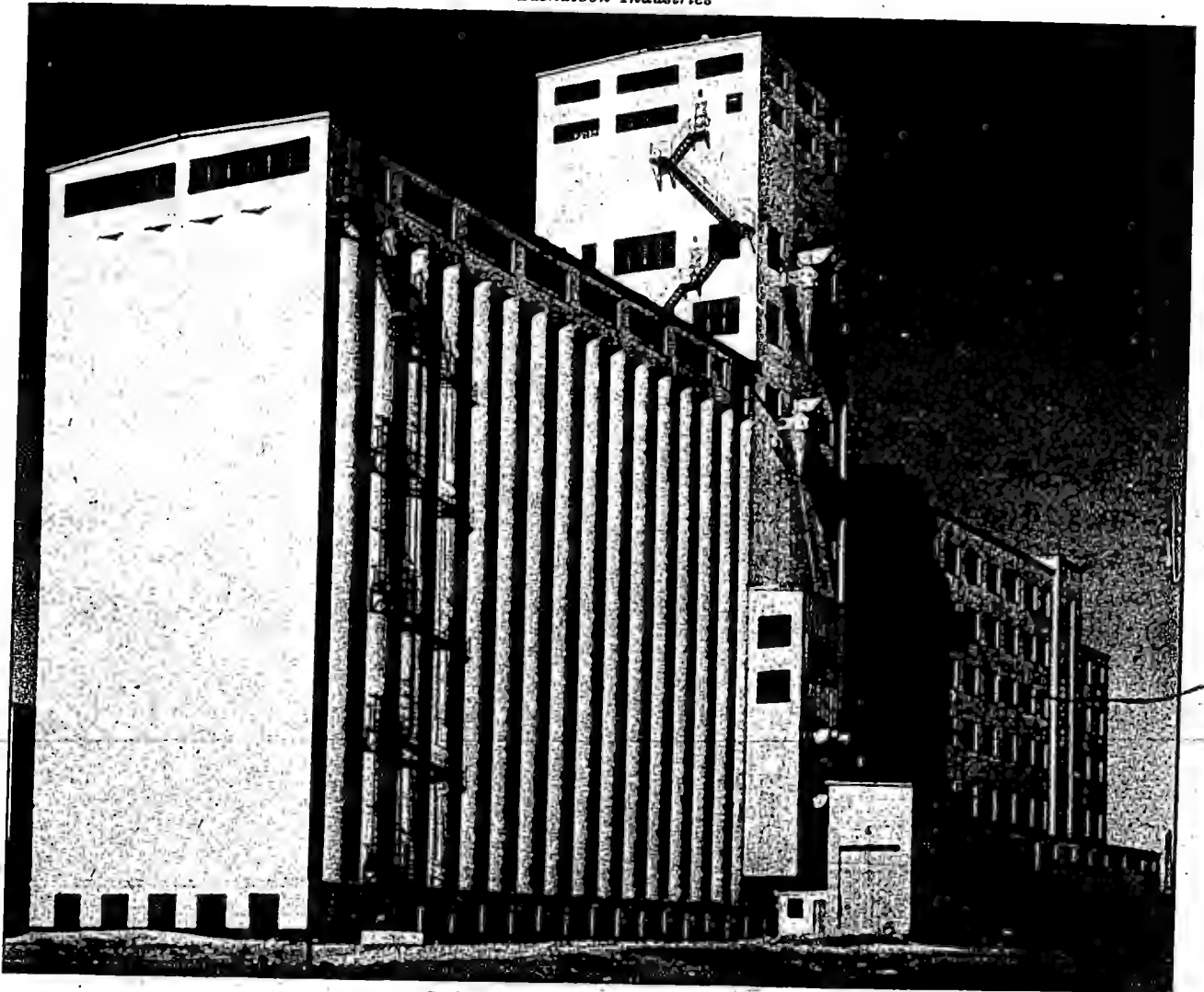
A new influence on the home life of Saskatonians was the advent of the radio. During the years after 1923 more and more citizens obtained receiving sets. Radio station CFQC went on the air waves July 18, 1923. There were two other stations for a time in the city, CHUC and CJWC. Station CFQC during its first months of broadcasting was on the air for only an hour and a half at noon each day, and for another hour in the evening.

Two of Saskatoon's large, pioneer retail stores changed hands within a few years. The J. F. Cairns store became the Hudson's Bay Company store in 1922, while F. R. MacMillan's was purchased by the T. Eaton Company in 1927. The largest industry established in the city during the period was the Robin Hood Mills, opened in 1928.

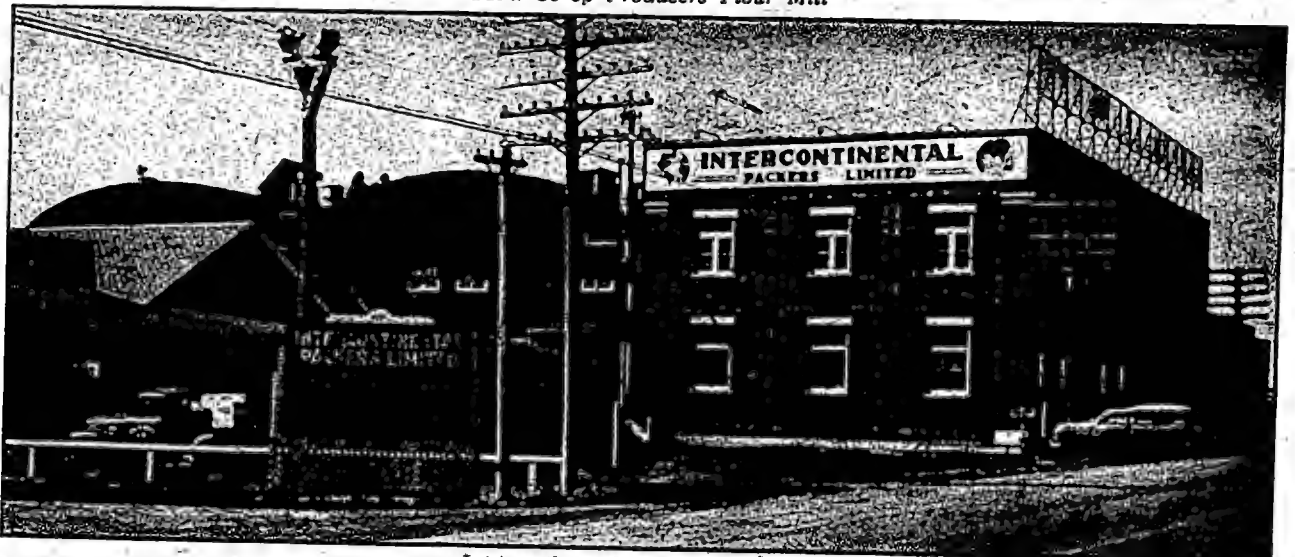
On September 12, 1928, the two daily papers, the "Phoenix" and the "Star", which had appeared morning and evening respectively were amalgamated to form the "Star-Phoenix", publishing three editions daily.

In 1928 a Saskatoon girl, Ethel Catherwood, brought honour to herself and her city by setting a new record for the ladies' running high jump at the world Olympic Games.

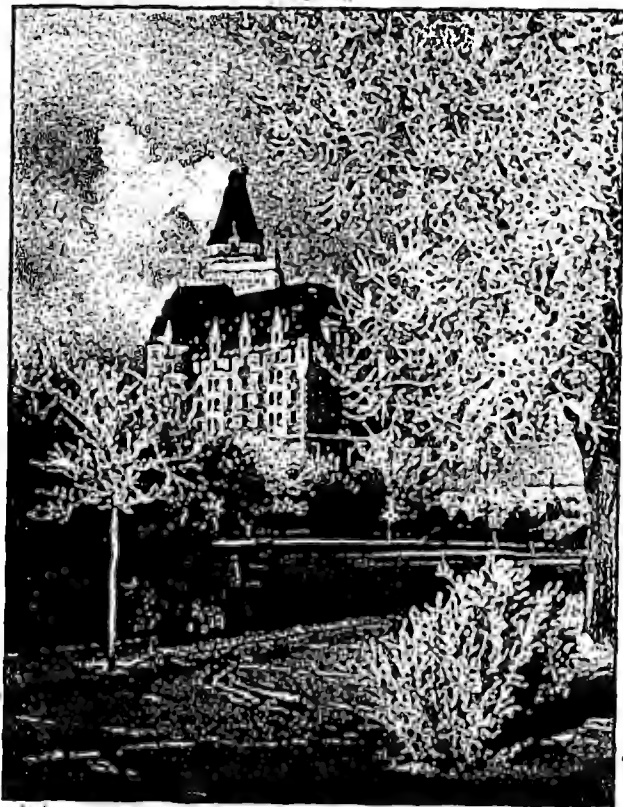
Toward the end of the 1920's the level of economic prosperity—as recorded in local bank



Sask. Co-op Producers Flour Mill



Intercontinental Packers Limited



Saskatoon of today: The Bessborough Hotel.



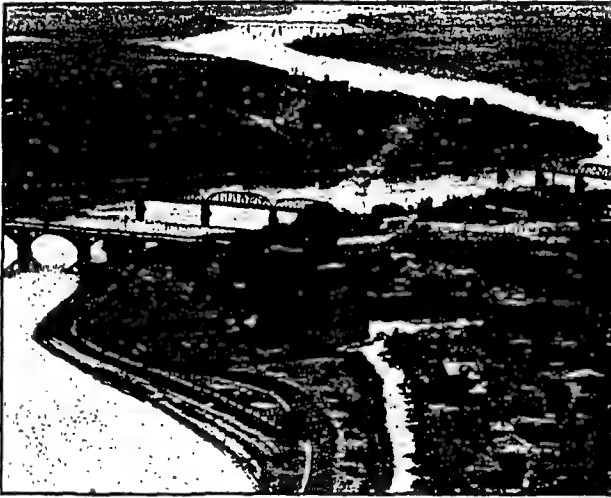
The University of Saskatchewan.



Part of the business section.



Kiwanis Park and the Broadway Bridge.



Saskatoon of today: The South Saskatchewan River winds through the centre of Saskatoon.



In the foreground, a section of Nutana district; in the background, a section of the main business area.



A section of the West Side of the city.



Saskatchewan River scene.

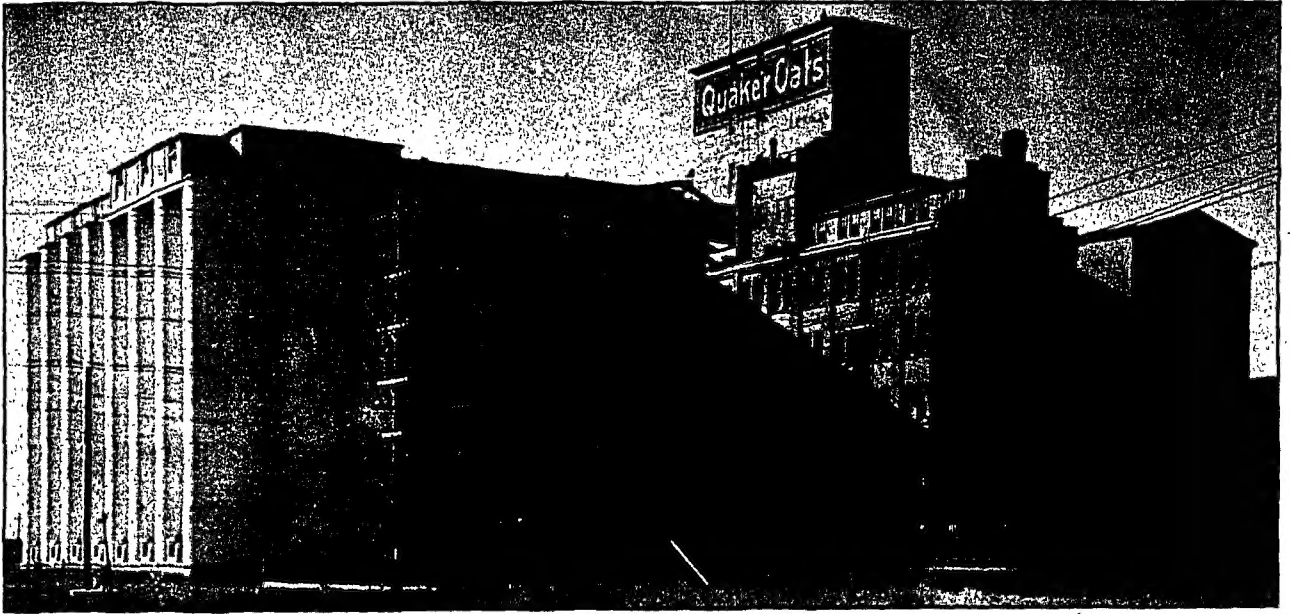


Four of Saskatoon's six bridges.



A pool in a park along the river bank.

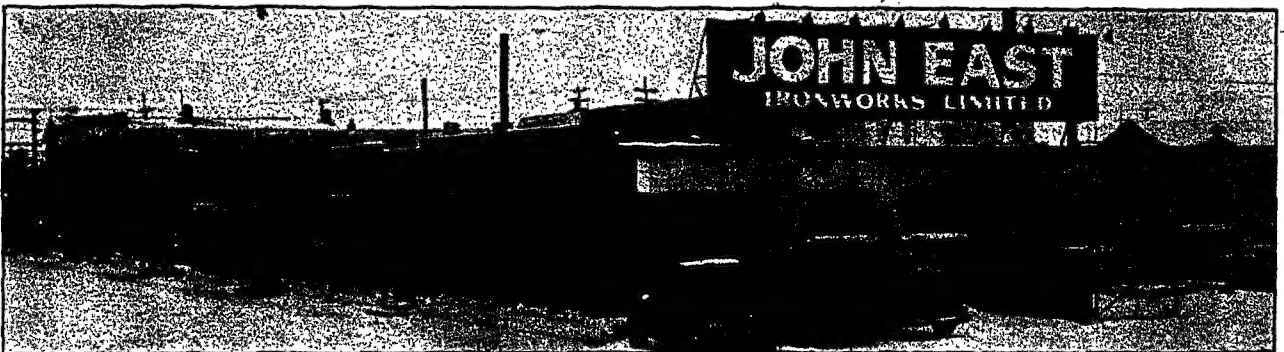
Saskatoon Industries



Quaker Oats Company of Canada Limited



Robin Hood Flour Mills Limited



John East Ironworks Limited

clearings, customs and postal revenues—rose steadily. In 1929 it had reached its peak.

The prosperity enjoyed by the city was reflected in the number of civic buildings erected. The west wing of the City Hospital was completed in 1928. The same year the city purchased a quarter section of land for a municipal airport. Early in 1929 the new Public Library building was opened on Twenty-third Street; first opened in 1913, the library had for many years been housed in unsatisfactory quarters. In March, 1929, work started on the new city Power House, and in October on the Police Station. On November 11, the Saskatoon War Memorial was unveiled. The same year the Dominion government began work on the Federal Building, which was opened in May, 1931. Building permits in 1929 were \$5,902,123, the highest figure since 1912.

The building activity continued in 1930 and into 1931 as structures in course of erection were completed. The Nineteenth Street subway was built during 1930-31. In 1931 the east wing of the City Hospital and the Nurses Home were erected. The same year the Provincial School for the Deaf was completed. In 1930, work began on the Canadian National Railways' Hotel, the Bessborough, which was formally opened on December 10, 1935.

In the autumn of 1929 the great depression struck the world economy. In western Canada the business stagnation was accentuated by a drought cycle which throughout the 1930's prostrated the agricultural community on which Saskatoon is so dependent for its prosperity. One growing season after another, drought, wind-erosion, and grasshoppers turned large areas of the province into a desert. In Saskatoon trade dried up, and the number of unemployed steadily increased. Each year the depression worsened until the bottom was struck in 1934.

In the early stages of the depression the Dominion government sponsored public works projects to provide employment. The Broadway bridge, designed by professors and senior students of the university College of Engineering, was constructed as a relief project in 1931-32. Then the Dominion government discontinued the policy until 1939 when funds were made available for the construction of the dam across the Saskatchewan River. In the years between, the city was able to provide some work by improving the parks and building a revetment along the river bank.

Relief and its administration became a major problem of city government. In October, 1932, a tribunal of eight citizens, the civic relief board, was set up to administer relief. The board was abolished in June, 1934, and the administration of relief placed in the hands of a single officer. A relief appeal board was also set up to hear appeals from persons dissatisfied with the officer's decision.

When the effects of the depression became noticeable in the life of the city, toward the close of 1930, there were 156 families receiving relief. The next year the number had risen to 746, and the following year to 1,752; in 1934, when the depression was blackest, the peak was reached—2,049 families on relief. That year more than 8,000

persons, or nearly one-fifth of the city's population (taking the 1936 census as a basis) were dependent on relief for subsistence. The number gradually decreased so that in 1936 the number of families was 1,486, and by December, 1939, had fallen to 855. These figures do not include the single transients who crowded into the city from time to time.

The cost of public relief increased from \$9,201.25 in 1930 to \$733,932.44 in 1934. By December, 1938, the estimated total cost since the beginning of the depression was \$5,082,225, or an average of \$635,278 per year. The city's share of this staggering bill was \$1,552,201, or slightly less than one-third. The remainder of the relief bill was shouldered by the Saskatchewan government with assistance from the Dominion. But the end was not yet, for unemployment remained high throughout 1939 and 1940. After deducting public works completed by relief labor during the two latter years, relief cost the city another \$291,443.

This is the story of the depression as it affected Saskatoon, told statistically. It does not tell of the discontent, of the demonstrations by unemployed, of the unwanted transients who "rode the rods," nor does it tell of the efforts of churches, clubs, and individuals to alleviate human suffering.

The depression was lifting and crop prospects were good in the summer of 1939 when the city prepared to welcome Their Majesties, King George and Queen Elizabeth, on June 3. Civic authorities made provisions for the multitudes expected to pour into the city. On the day of the visit over a hundred thousand people streamed into Saskatoon by rail and highway. Some 700 high school girls dressed in red, white, and blue formed a huge union jack near the station. Veterans of the Great War lined the route of the royal tour. Saskatoon gave a demonstration of loyalty to the British throne and of spontaneous affection for Their Majesties which was second to none of those held across the nation.

On September 1, 1939, Hitler's armies rolled into Poland, and the world was again plunged into war. Saskatoon went to war quietly, soberly. The older generation, with memories of 1914-1918, sensed the sweat, the blood and the tears that lay ahead.

Between the wars, the Saskatoon military unit had twice changed its name. In 1919 the North Saskatchewan Regiment was formed, and the 1st Battalion, stationed in Saskatoon, perpetuated the 105th Fusiliers. In 1924 a reorganization had taken place, and the 1st Battalion, North Saskatchewan Regiment, had become the Saskatoon Light Infantry. In 1936 during an extensive reorganization of the non-permanent active militia, the unit had become a machine-gun regiment. The Saskatoon Light Infantry (M.G.) had headquarters and three other companies in Saskatoon, and a company in Melfort.

On September 1, 1939, the Saskatoon Light Infantry was mobilized. Before the end of the month it had been designated as one of the units to comprise the First Canadian Division. As such it was one of the first Canadian units to go over-

seas. On December 4 the unit entrained for Halifax, and thirteen days later arrived in Britain. Then followed months of intensive training, and the dark days after Dunkerque when the First Canadian Division stood ready to meet the expected invasion of Britain. On October 1, 1941, Queen Elizabeth presented the Saskatoon Light Infantry (M.G.) with new colours. More months of training and waiting followed, through 1942 and half of 1943, and then the day came for which the men had prepared themselves—the assault on Hitler's Europe.

Meantime, Saskatoon had become geared to Canada's great war effort. In September, 1940, No. 4 Service Flying Training School was opened. A year later No. 7 Initial Training School began to operate. Hundreds of young men were trained in the two schools by the R.C.A.F. Under the Commonwealth Air Training Plan some Australians and New Zealanders were trained here, too. A local unit of the R.C.N.V.R. was organized, and in the spring of 1944 H.M.C.S. Unicorn was opened as a training centre for naval recruits. Recruiting for all branches of the services was active. With the R.C.A.F. training in the city, and Dundurn military camp situated close to the city, the streets of Saskatoon had a decidedly military air. In the later years a Recreation Centre was opened for the entertainment of service men and women.

A few weeks after the war began, the Saskatoon Council for War Auxiliary Services was established. The Council, with which seventy organizations were formally affiliated, co-ordinated voluntary war work in the city. There were campaigns for funds for various war causes, and there were Victory Loans; and in all Saskatoon responded generously.

The demand for greater production of goods needed for Canada's war effort, and the presence of servicemen and their families in the city, stimulated the economic life of Saskatoon. Of the industries established or expanded during the war years, the most important was the Intercontinental Pork Packers plant, a refugee industry from Europe.

Under the stimulus of war, Saskatoon rapidly recovered from the economic slump of the 1930's.

Airmen from Saskatoon fought in the skies over Britain, and participated in the sorties over Europe. Her sailors took part in the anti-submarine warfare. Her soldiers, in other units as well as the Saskatoon Light Infantry, fought in the Italian campaign, on the beaches of Normandy, and across France and into Holland.

In July, 1943, the Saskatoon Light Infantry sailed from Britain to participate in the allied assault on Sicily. The Italian campaign followed; the drive northward from Reggio to Ortono, the Hitler Line and the Liri valley, the Gothic Line and the advance to the Po valley. In March, 1945, the battalion, with other units of the First Canadian Division, moved across France to the Western Front. On May 7 Germany surrendered unconditionally, and the war in Europe was over.

On October 3, 1945, five years, ten months, one day and many campaigns after their departure, Saskatoon welcomed home her sons again—the Saskatoon Light Infantry.

The post-war years are too recent to be history, and too well-known to need repetition.

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On the east side of the river, where Saskatoon's first sod house once looked across the river on prairie grass, scattered sloughs, and clumps of wolf-willows, modern homes now look across on the business heart of the city. Here is still the flow of the river and the splendour of the prairie sunsets; and when the spires of churches, the rectangular outlines of business blocks, and the turreted Bessborough with its ever-present plume of smoke stand silhouetted against the afterglow, few cities have anything to show more fair.

—What changes have been wrought in the life span of man, three-score years and ten! Saskatoon—her streets, her edifices, and her bridges—stands monument to the planning and the building of her pioneers.

"Arise, Saskatoon, Queen of the North"



